

# Trail Rider

## Magazine

July 1989

\$1.75



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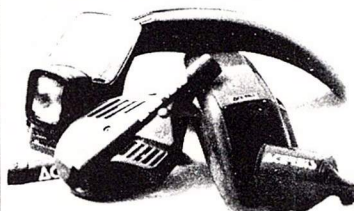
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120/100 x 18	990	\$ 68.95
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110/90 x 19	695	\$ 70.95
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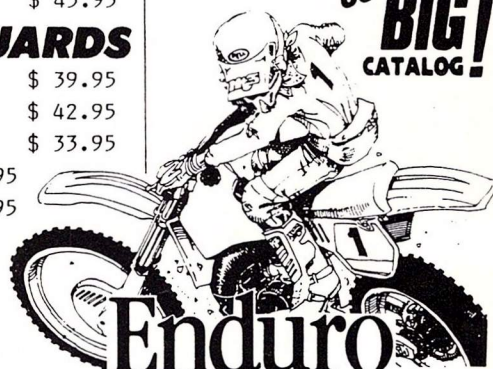
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### Generic Disclaimer

The opinions expressed in Trail Rider are unsubstantiated and ill-advised, and not necessarily the opinion of any living human being. Motorcycle riding can be a dangerous sport if you don't approach it with respect, and your bike might break down if you never work on it. Wear all the protective gear you can afford, and borrow everything you can't afford from your friends. And, if you do get hurt, don't call your lawyer first. This is a fun sport; nobody is out to get you. Remember: One down, five up, short shift and gassit.

On the cover: Cruising through the trees at the Ridge Run enduro. A nice run, but the rain made it mighty slick. Look for a full story next month.

July 1989  
Volume 19 Number 7

## AXO Sport America and Sinisalo Racing USA

**Larry Naston, AXO Sport's top Eastern salesman, is still unaccounted for, but was seen in the announcing tower at the Southwick National. He left a message, though; saying watch this space for special deals from AXO Sport and Sinisalo USA!**

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# By comparison, most off-road bikes are over the hill.



The wait is over. Suzuki introduces the 1989 RMX250, a state-of-the-art off-road bike that will run circles around the competition. The RMX250 was designed to be a versatile machine able to meet the needs of the weekend trail rider as well as the serious competitor. To prove its superiority, ISDE gold medalist Randy Hawkins rode a prototype to clinch the '88 AMA National Enduro Series Championship.

But you don't have to be a racer to appreciate the RMX's comprehensive list of features. It has an advanced, two-stroke, case-reed engine similar to the impressive '89 RM250 motocrosser. A specially valved rear shock and inverted front fork were designed specifically for the RMX to provide an exceptional ride. And, the RMX250 boasts a quick-change rear wheel, an O-ring chain, a large 2.9-gallon fuel tank, an odometer, a wide ratio 5-speed transmission and a U.S. Forest Service approved spark arrester.

All this attention to detail makes the RMX the ultimate off-road bike you've been waiting for. Suzuki will even be sponsoring a 1989 contingency program as well as providing support vans at selected events. For complete details, see your nearest Suzuki dealer.

Whether you're just riding for fun, or racing to win, the advanced technology of the new Suzuki RMX250 will send all those other off-road bikes to an early retirement.



**For the name of your nearest Suzuki Motorcycle and ATV dealer call: 1-800-255-2550.**

*Please ride safely. Read your owner's manual carefully. Always wear a helmet, eye protection and protective riding apparel. Remember, riding and alcohol or drugs don't mix. The RMX250 motorcycle is for off-road use only. Ride only where authorized and respect the environment.*





Here at *Trail Rider* we get a lot of calls for information. Guys want to know what kind of bike to buy, how this bike or that bike works, and what they should do to make them work better. But this time of year, since the season is starting, we get loads of calls on training and preparation for the upcoming season; and, since we're on the cutting edge of physiological conditioning, we figured that now would be a good time to pass along our considerable knowledge here in print, and thus save you a phone call.

No, don't thanks us. It's the least we can do.

We like to separate total riding conditioning into two groups—*body tissue conditioning* and *cardiovascular conditioning*...oh yeah, and there's *mental conditioning* as well. So there's three groups we can break down your whole conditioning effort into, and not one of them is as important as the next.

We'll take each group one at a time, and I'll try to give you a clear picture of exactly what the *Trail Rider* regimen consists. Remember, though, that there is never one road towards perfect body health and readiness. If you hear of another technique that will render you more prepared for the season than the ones we offer here, by all means, feel free to mix and match. After all, it's your body, and nothing is too good for it!

**Body tissue conditioning.** Before you jump whole-hog into an exercise program, you should consider fully what sort of tasks you're going to subject your body to. For example, the average motocrosser, running short-lap races, wants to tune himself for quickness and agility. He wants to remain light on the bike, with the reflexes of a cat.

Would this work for us, who are interested in long enduros and three-hour hare scrambles? Not on your life! What's the most important problem facing the average enduro or hare scramble rider? That's right! Getting hungry! Don't laugh—if your body runs out of fuel, you run out of energy, and quick! Here at *TR*, we're prepared for this problem, because we concentrate on the main long-distance foods—carbohydrates, fats, and indigestible solids.

You know from experience what works. Eating a huge meal of spaghetti and meatballs the night before the run is always a good choice, only why stop there? During the season you should eat thoroughly and often, and anything that's offered—especially if someone else is buying! Order food in restaurants not by price, but by bulk weight. Anything listed as a "belly stuffer" is usually a good choice, and you can be sure by ordering two of them. The *Trail Rider* staff concentrates mainly on Mexican food for a racing diet, and especially dishes that are heavy with lard, tortillas and beans. You can never have too many beans.

How much to eat at a sitting? As much as you can hold, and maybe a little more. Remember that come Sunday you're going to be working hard on that bike, and you don't want to lose your energy. I try to eat until my vision starts to blur and it becomes difficult to hold my head up. The I switch to liquids. While you're following

# Last Over

by Paul Clipper

## Perfect Health



this diet, don't pay any attention to the pounds you're packing on. You'll need them in the saddle.

That will take care of the endurance, now let's talk about packing on some muscle. Hey, you didn't think you were going to get away without exercise, did you? No way!

At *Trail Rider* we belong to the best workout club in the area, and make sure that we get in at least two serious Nautilus workouts every month. You should do this too, but don't overdo it. Remember, set the weight machine on the lowest setting you can feel, and when you're going through the exercises, stop immediately if you start breaking a sweat. Sweating means you're working too hard, and you want to save that energy for Sunday.

**Cardiovascular training.** This is where you build up your heart and lungs, so you rarely run out of breath and your heartbeat doesn't increase to unmanageable levels. We all have mountainbikes at *Trail Rider*, and we ride them every time we get the time. Mountain biking is a fun sport, but make sure to no overdo it, just like weight training. You want to save your strength for the track, so as soon as you feel yourself getting out of breath, stop! Sit down and relax for a while, and pedal on after a little nap.

We used to recommend that serious riders should smoke nothing stronger than low-tar menthol cigarettes, but since then we've all stopped smoking and we're dead-

set against it. The air quality is so poor in the cities these days that you now get all the benefits of smoking without the hassle of carrying matches. Just don't do it; it's not worth the money.

Serious trainers without bicycles can derive some benefit from running and jogging, but be very careful, and stop when your feet and legs start feeling tired. Also, don't sweat, and don't lose your breath. You actually may try walking instead—it's much less hazardous, and you can do it in interesting places, like bike shops and the tool department at Sears. Always remember to carry money or credit cards when you're walking, just in case.

**Mental conditioning.** This is one subject that many pros consider the most important area of training. Some believe that proper mental conditioning can supersede the necessity of strength training at all, and we're not one to knock it. You must have a positive mental attitude on the day of the race; and it's usually best if you can begin the day with a mind as blank as possible.

Positive mental imaging is the key. Before the race, thank hard about what it would be like to be near the front of the pack, and being able to stay up with the guys around you. Mentally turn that desire for a second or third place trophy into a body-consuming lust, until you can't think of anything else. Picture yourself blocking the trail with your bulk, so that no one can get past you on the tight stretches. Paint a mental picture of yourself, slewing from side to side on the wide trails and roads, until everybody behind you is scared to death to attempt a pass.

A couple years back, a number of companies sold motivation tapes you could listen to on a Walkman right before the event, but we don't recommend them. The tapes could contain information that goes against your basic beliefs, and could throw you right off of your careful conditioning. Rather, you should cultivate an interest in the music of Tom Waits, Leon Redbone, and Frank Zappa, and listen to them hard the morning before an event. Nothing will motivate you more completely.

If you follow our regimen to a tee, you'll see results in barely half a season. Strict attention to the above is the only way you can guarantee yourself a mid-pack position, right next to the venerable *Trail Rider* staff. Now if you'll excuse me, I think it's time for a burrito break....

**PROFESSIONAL ROLLCHARTS**

*JART Rollchart Sample	
ANY ENDURO	9:27 38.8 24
ANY TRAIL RIDE	9:28 39.2 24
ANY PLACE	9:29 39.6 24
*VERSION FOR ANY RIDER	9:30 40.0 24
*CHOICE OF AA	9:31 40.4 24
&	9:32 40.8 24
FACTORY RIDERS	9:33 41.2 24
	9:34 41.6 24
	9:35 42.0 24
	9:36 42.4 24
CALL OR WRITE:	9:37 42.8 24
1210 N. JEFFERSON ST.	9:38 43.2 24
#H	9:39 43.6 24
ANAHEIM CA 92807	
(714) 666-0136	



# Eastern News

## PACHAUG LOOP CORRECTIONS

Since we printed the route sheet in the May issue for the Pachaug Trail ride, a few folks have ridden it and reported that there's a gross error in one spot on the sheet. It seems the proper direction is a *left* turn on a woods road, and we sent you to the right. The riders said it was in a spot where a blowdown and a go-nowhere trail make it all but impossible to go to the right, but being good trail riders they just happened to have a couple arrows with them and "XXed" the spot right out.

Still, if you plan to ride the trail, get out the route sheet and paste this correction in the right place:

52.8 L WR

That should get you going in the right direction.

## KING PHILIP NATIONAL

The King Philip Hare Scrambles will be the last NETRA hare scrambles of this season, and it's also going to be a National. That's right! We're going to get Eddie Lojak and all the rest of the NHS guys up to run around in the King Philip rocks and hayfields, and boy is it going to be fun!

Of course, we've told you all that before; what we want to tell you now is the latest date change. According to our most reliable sources, the date for the King Philip National is November 12, 1989. Brrrr! A little late in the season, huh? It was the only National date available, but that's okay. If we get a little snow, it'll only make the course even more interesting (the King Philip course could easily handle a couple of inches of snow). Be there, for the best ride of the year!

## TRI-COUNTY CLEANUP

Tri-County Sportsmen, Inc., a South Jersey off-road club, held a trash clean-up in the Pleasee Wildlife Area along Estell Manor Road and Route 49 in Estell Manor, NJ, in early April. According to a report submitted by the club, the Department of Fish and Game provided two pick-up trucks, drivers, and one 30-yard dumpster. Within two hours the dumpster was filled to capacity with tires, appliances, furniture, basic trash, and even a discarded Christmas tree! All this with only 23 people in attendance.

The club went on to tell us "While we worked hard, this was only a small dent in the amount of refuse that lay in our

woods and along the roadways. Your support of work parties such as this one will make a difference."

After the work was over the group retired to the home of Jack Lafferty, well-known competitor in the ECEA series and father of Jack Lafferty Jr., past four-time ECEA Grand Champion. They had a pizza party there, and we'll bet you ten to one that they recycled the cardboard afterwards!

Team Hammer and the Tri-County club would like to thank the Department of Fish and Game, the truck drivers who helped out, and to Norm Chagny for getting it all together.

## A TRAIL RIDER CONTEST?

Yeah, you were reading right last month, when you saw our subscription ad and saw a contest to win an Acerbis Full-Flex chest protector. It was one of those last minute ideas, cooked up while we were talking to Acerbis on the phone, and the whole idea behind it is to coax even more of you into subscribing. Mentioning it now may seem silly, because, since the drawing is on the 20th of June, we can't even tell you to "send your entry in now!" It's probably too late, but listen: we're going to do it again. We're lining up some other decent prizes for the future, and we hope to have a new contest every other month.

So do you want to encourage us? Okay, just get everybody you know to subscribe! They'll get a great magazine, and also the chance to win some neat things. Hey—what magazine does it pay to subscribe to? Yeah, that's right....

## ECEA SUPPORT FOR KEVIN BENNETT

The ECEA recently voted to help financially support Kevin Bennett, last year's ECEA Grand Champion, as he contests the AMA National Enduro series. The ECEA member clubs voted

## What's On

June

- 6/17-18 Blackwater 100 GNCC  
Davis, WV
- 6/25 Quaboag Enduro  
West Warren, MA
- 6/25 Quaboag Turkey Run  
West Warren, MA
- 6/25 Shotgun Run Enduro  
Hobie, PA

July

- 7/9 Connecticut State H.S.  
Union, CT
- 7/9 Mohawk Turkey Run  
Adams, MA
- 7/9 Harleywood Hare Scrambles  
Bristol, VA
- 7/9 Unadilla 250cc USGP MX  
New Berlin, NY
- 7/16 Greylock Hare Scrambles  
Windsor, MA
- 7/16 Foggy Mountain Enduro  
Blain, PA
- 7/16 NY Hare Scrambles Series  
Speedsville, NY
- 7/22 Tri-State Jr. Enduro  
Webster, MA
- 7/23 Tri-State Enduro  
Oxford, MA
- 7/30 CATRA 1 Hare Scrambles  
Fishhouse, NY
- 7/30 NY Hare Scrambles Series  
Newark, NY

## NAMES AND ADDRESSES

New England Trail Rider Association  
(NETRA)  
P.O. Box 478  
Ellington, CT 06029  
(203)875-5757

East Coast Enduro Association  
(ECEA)  
RD 1, Box 93  
Columbus, NJ 08022  
(609)298-5201

Virginia Championship Hare Scrambles Series  
(VCHSS)  
114 Holloway Drive  
Smithfield, VA 23430  
(804)255-4620

Pennsylvania Trail Riders Association  
(PATRA)  
Box 77  
Thomasville, PA 17364

Potomac Motocross  
P.O. Box 156  
Budds Creek, MD 20650  
(301)475-2000

Racer Productions  
(AMA GNCC Series)  
Route 7, Box 459  
Morgantown, WV 26505  
(304)594-1157

North Carolina H.S. Series  
P.O. Box 338  
Fayetteville, NC 28302  
(919)867-5219

American Motorcyclist Assn.  
P.O. Box 6114  
Westerville, OH 43081-6114  
(614)891-2425

Southeastern Enduro and Trail Riders Association  
(SETRA)  
P.O. Box 1935  
Roswell, GA 30077-1935

to give Bennett \$150 per national event outside of the ECEA events, to help defray traveling costs. A tip of the hat to the ECEA, for such a generous gesture toward the ECEA's best rider. We know that Bennett really appreciates the help.

## BENNETT GETS BREAK

Unfortunately, since the upper piece was written, and before we went to press, Kevin Bennett bailed off in a high-speed section of the Michigan National and broke his wrist. Two bones in his wrist were involved, and they have been screwed back together and Kevin is now healing. Six weeks seems to be the minimum healing time, and then Kevin will be back on the National trail, according to a spokesman from Fairway Honda, Kevin's main sponsor.



## "AND THE BEST TRAILRIDE IS..."

The Leon Dube Memorial Trail Ride was voted the Best Turkey Run of 1988, according to a report in the NETRA News about the Annual Meeting. It certainly is a rugged ride, but you'll be reading more about it in the months to come, so we won't bend your ear about it again here. We just thought you'd like to know.

## CLUB ADS IN TRAIL RIDER

You've seen all those club ads for events in *Trail Rider*, but did you know they're in there for a 40 percent discount off our usual ad rate? Yeah, they sure are—as long as you're a genuine not-for-profit motorcycle club, and you get your ad to us in time, we've got a space for you.

Our only problem is making phone calls trying to find all you trail bosses out there, since most clubs don't have club phone numbers (or addresses, for that matter). So get in touch with us, and make sure you call well before the deadline for the issue you want to get into. The August issue deadline is June 15, September is July 14, Octo-

ber is August 16, November is September 15, and so on. Call us or fax us your entry blank, and we'll get you in!

## Z MAN FORKS

If you want to get the full White Power factory approved oiling hole modification to your '89 White Power Super Adjuster forks, one place that's set up to do the full operation is Cycle Dynamics in Feeding Hills, Massachusetts. Al Zitta, of Cycle Dynamics, says it's not a trivial operation, since the forks are tricky to take apart and the chrome is as hard as diamonds, but definitely worth it if you want to be sure your oil level is correct and the bushings are getting maximum lube.

CD charges \$60 to cut the groove and drill the holes, if you bring in a bare fork tube. Be careful taking the forks apart, because it's easy to nick the teflon bushings and tear the seals. If you want Cycle Dynamics to do a whole set up on the forks, including cutting the oiling holes, checking the valving, and then setting them up with the right oil level, they get \$150 and will need both forks, complete. Get in touch with them at (413)786-0141.

## LEON DUBE AUCTION SUCCESS

The Merrimack Valley Trail Riders sponsored an Open House for the Leon Dube Memorial Trailride for cystic fibrosis on April 22nd, and raised over \$500 for the charity with a public auction. The event was held at the Manchester, New Hampshire, Howard Johnsons Hotel, and it also served to kick off the "Double Honda Giveaway" raffle for the Leon Dube Trailride prize package.

*Trail Rider* was there, and we watched as State Senator James St. Jean auctioned off scores of mostly motorcycle-

related items. The articles were as diverse as packages of ice racing screws, used helmets, new riding gear, and a circa 1970 Bultaco road bike, missing a considerable number of parts. The Bul went for about \$10 after some spirited bidding, so you know the bargains were there!

There were displays on hand from New England Honda dealers, *Dirt Rider* magazine, Great State Beverages, HP Cycles, J&D Walter Distributors, the NH Fish and Game department, and *Trail Rider* magazine. If you missed it, don't worry—you can go again next year. Maybe we'll have another Bultaco or an Ossa to auction off!



## ALAN GRAVITT AND DURALUBE: TOPS IN SETRA!



Alan Gravitt and Duralube are long known for success in Southern Enduro & Trail Rider Association events. Alan was enduro and hare scrambles Champion in 1985, hare scrambles Champion in '86 and '87, and #1 AA rider in 1988. This year, he's attacking the National series, sponsored by KTM America, H&H KTM in Georgia, and, of course, Duralube. "I won't ride without Duralube!" says Alan, "That's like settling for second place right off the start!"

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# The Rest of the World

## EUROPEAN FLAIR

If you read any of the other magazines out there, you may have the impression that only Yamaha, Suzuki, Kawasaki, and Honda make competitive 125 racers, especially motocrossers. As true as it may seem here in the States, Europe is far different. Probably the most popular 125 is KTM, and up there with it is Cagiva, believe it or not.

Right now, two Americans are ripping up the 125 World Championship MX, actually, and they're both on KTM. Trampas Parker is probably highest up on the points standings—running about second or third right now—but Mike Healey won the Dutch round of the 125 W.C. this season, with Parker right behind him. We may have an American win the 125 World Championship this year, and on a bike that the American press doesn't even consider competitive. Isn't that strange?

## L.R. OKAY IN OK.

The first Six Days Qualifier of the season rolled off the line in Tulsa, Oklahoma, late in April, and Team Green rider Larry Roeseler took the overall win on a KX"285." Roeseler was roosting, they say, and he finished just ahead of Fritz Kadlec in the 500 class. Easterners will be interested to know that Kevin Hines raced a four-stroke KTM in Oklahoma, and plans to qualify and ride the Six Days aboard one. He finished second in class on his thumper debut, behind Honda rider Scott Summers.

Kawasaki brothers Kurt Hough and Arron Hough won their respective classes (250 and 125), and Honda rider Jimmie Lewis won the lightweight four-stroke division. This first qualifier kicks off what should probably be a very exciting ISDE season. More news as it develops.

## LET BROG BUY

On the same vein, did you know Broc Glover is riding the 250cc World Championships this year, on a KTM 250? So far, it seems his best finish was a second overall at the Austrian round, but once he gets used to the series and the machines, things may get better. Rumor has it that Broc has been making wild modifications to his motocrosser, and he'll wind up forcing a variety of mechanical changes to the KTM design.

KTM's will be different in '90? Oh yes, at least the motocrossers will be. For example, how would you feel about a right-side kickstarter on a KTM, and a left-side drive chain? We can hear the howls of protest now—how are you supposed to start a KTM like that? Wait and see.

## SUZUKI PAYS

When we originally heard about the Suzuki RMX contingency program (where you can win big bucks at Nationals just for a win, place or show on an RMX), we figured they were safe at never having to pay back much of that money. After all, how many of the new RMX machines are going to wind up at the top of the results sheets right off the bat?

Well, as usual we were about four jumps ahead of ourselves. The Illinois national was the first enduro following the dealer reception of the RMX, and Suzuki had to pay out big bucks in contingency money! Randy Hawkins won it, but of course he's on a different deal from everybody else. Still, we heard

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that the High Point A was won by Todd Harris on an RMX, and High Point B was another RMX, ridden by Woody Bramlett. Both of these guys were \$300 richer in Suzuki script, and we understand that some of the "C" 250 finishers were on RMX as well, although we haven't seen their names yet from Suzuki's P.R. department. If we ever get them, we'll print them; 'til then, I guess it pays to ride a Suzuki!

## HINES NABS ONE

Kevin Hines has confused the National Enduro points standing further now, by winning round four of the series in Michigan. Hines won it clean with a two point spread between him and Kurt Hough, while Randy Hawkins finished third overall. Kevin said it was a "typical Michigan run, with plenty of high-speed whoopedos!" which is just the kind of terrain he shines in.

This gives Randy two wins, Terry Cunningham one, and Hines one; and it seems that Hines is now second in the points standings, with Kurt Hough (maybe) in third, and Cunningham possibly fourth. With all these guys trading wins you'll soon need a computer to figure out the standings, but it'll make for a very exciting



## WEST VA. MOUNTAIN BIKE RACING

If you absolutely love the Blackwater 100, and would like to do it again on a mountain bike, we'd suggest you see a good brain doctor. Seriously, though, West Virginia is a great place to ride, both motorcycles and pedal bikes, and you can get a good taste of the latter through the West Virginia Mountain Bike Association and

season. Don't forget the two east coast Nationals this year—next month, on August 13 at Speedsville, New York; and October 15 in West Greenwich, Rhode Island..

the race series they sponsor.

The latest one (give or take, since this is being written before it even happens, and being read well after it happened) was at the Blackwater 100 on Saturday, the 17th of June. They're going to be back there, in Davis, for the 15th and 16th, with an observed trials as well as a cross country race. They also race in a variety of other locations, but for general information call Blackwater Bikes in Davis at (304)259-5286; the address is P.O. Box 190, Davis, WV 26260.

## LOJAK ATTACK

One name not mentioned in the results at Oklahoma was Ed Lojak, who was busy back on this side of the country winning the Tarentum round of the

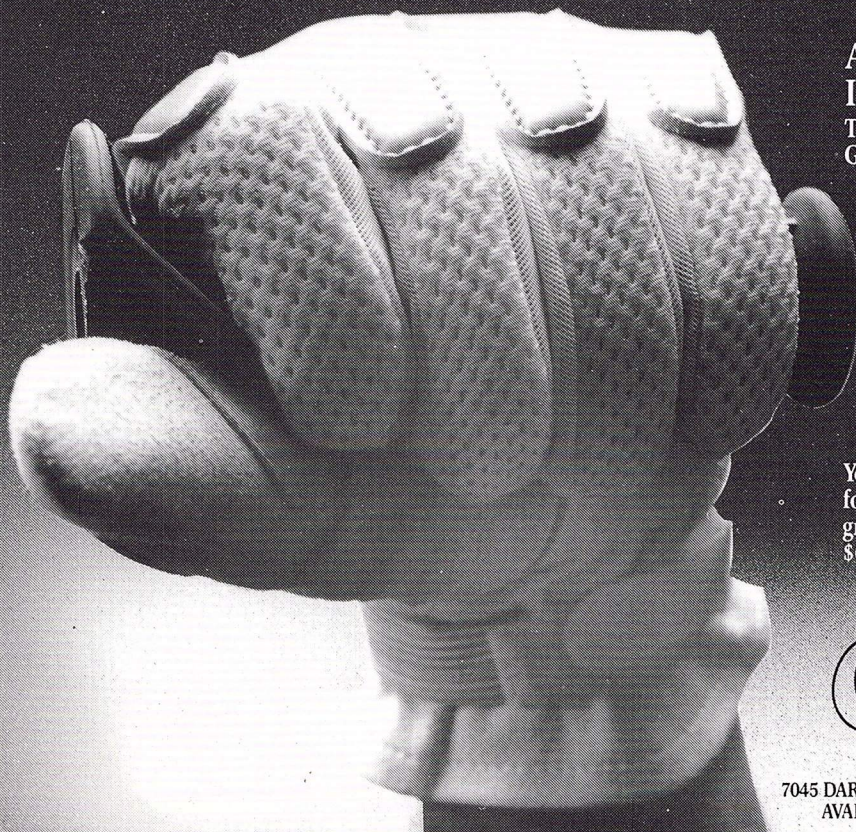
GNCC hare scrambles series. Lojak is obviously hell-bent on winning the GNCC again this year, but there is no word on whether he will also attempt to qualify for the Six Days.

## ISDE RIDE TO WIN

You may have noticed a contest ad last month for the ISDE Ride to Win group. The basic theme is that you can enter seven separate drawings to win either a Honda XR600R, a Yamaha YZ250WR, a Kawasaki KDX200, a Suzuki RMX250, a KTM 600LC Enduro, and Off-road mountain bike, or a Scott USA mountain bike. There's no donation required to enter, but that would be a pretty sleazy thing to do, basically. The money collected will go toward funding the 1989 Trophy and Vase team efforts in Germany, where we will go all out this year in an attempt to win the World Trophy for the first time.

You should get involved, and make a donation. Any amount will do—\$100, \$50, even \$5. Pick one of the above machines, and send in your choice and donation to Ride to Win, c/o American Motorcyclist Association, P.O. Box 6114, Westerville, OH 43081-6114. It's for a good cause, and your donation will be well appreciated.

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**T**rash clean-ups are not all that thrilling, as a general rule, but they do become more exciting when you start talking about big numbers. The East Coast Enduro Association, in this state, has recently begun a relationship with the Burlington County Federation of Sportsmen's Clubs, a blanket organization for 36 hunting clubs in Burlington County. When the BCFSC announced plans for a big trash clean-up drive, the ECEA responded, and when Sunday morning rolled around there were more enduro riders than hunters in attendance—about 80 ECEA members in a total of 152 volunteers.

Members of the Ocean County Competition Riders, the South Jersey Enduro Riders, the Pine Barons Enduro Riders, the Ridge Riders, the Competition Dirt Riders, the Tri-County Sportsmen M.C., the Meteor Motorcycle Club, the Delaware Enduro Riders, and Motorcycle Competition Inc., got together to help the BCFSC effort, which resulted in about 130 cubic yards of trash picked up, as well as nearly a thousand discarded automobile tires. This trash all came from what is a relatively small part of the state, but some of the dump sites were unbelievable.

I joined up with a group of about 30 "trash pickers" from a variety of the clubs, and we struck off down Carranza Road, a road named for the Mexican aviator Emilio Carranza, who died in an airplane crash in the Pines during a goodwill flight from Mexico City to New York in 1928. We stopped at the concrete memorial erected on the spot and did a quick sweep of the area, which actually wasn't as trashy as most of us expected. We picked up about a hundred pounds of beer bottles and then moved on.

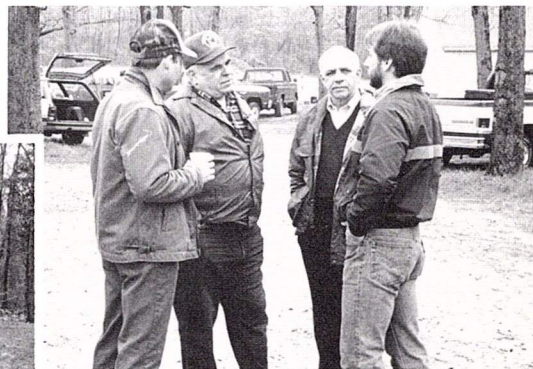
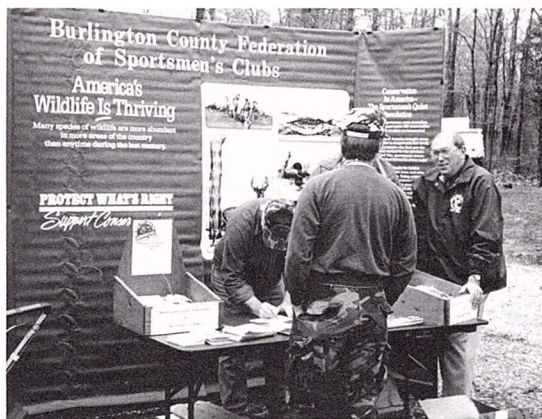
Lindsay Pirie, President of the Pine Barons and the unofficial "leader" of our group, knew of another spot in need of work along the way, and he stopped the caravan near one nondescript sand road and started sending in trucks. I didn't see it right away, because a large group of us worked the road for bottles and cans, but I finally walked in on the sand road after watching two pickup loads of old tires come out of it.

It could have been a pretty spot. The road opened out on a clearing, on the banks of one of the many Pines marsh ponds. This was a big pond, obviously liked by local fishermen and hunters, but right smack in the

middle of the clearing was a pile of about 150 tires from some low-life's gas station, and the whole clearing looked to be about ankle deep in bottles. Seeing a sight like this is a sure way for you to lose just about all respect for the human animal, and by the time we had it all cleaned up the trailers and trucks were full to the straining point. We hadn't even reached our main destination yet!

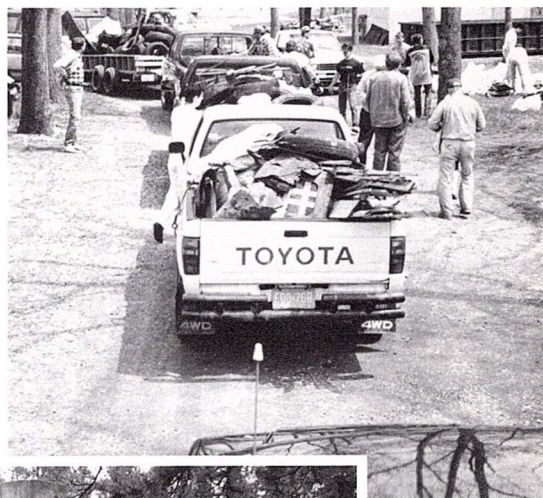
Carting it all back to the Indian Mills Gun Club, we found that everyone else had about the same experiences. Six 30-yard dumpsters were in the process of being filled, and the State Park Rangers had to set aside a remote site for all the

The Burlington County Federation of Sportsmen's Clubs is a blanket organization for 36 member hunting clubs in Burlington County. They're a good group of guys.



Among the attendees was George Howard (left, with F&G hat), Director of the Department of Fish and Game, and State Representative Jim Saxton (right, white shirt). Both were very impressed with the turnout and overall organization.

Truckloads of trash caravan back into the gun club. Really, we'd have to do this every weekend for a couple of months to make a real dent on the litter problem.



A small part of the crew at Carranza Memorial. The sides of the roads are carpeted with beer bottles.



# Picking Up the Forest

The ECEA and the Burlington County Federation of Sportsmen's Clubs get together for the largest woods clean-up yet in New Jersey

by Paul Clipper



The kids were more than happy to spend their time separating bottles for recycling. We found plenty of work for them!



We were overwhelmed with tires before we ever even got to our destination. They were dumped in what could have been a very pretty spot in the woods.

tires, since the gun club's property wasn't big enough to hold them! There must be strict regulations on dumping tires in this state, otherwise they wouldn't be winding up in the woods.

An interesting side note: even though we found enough beer bottles to fill the *Santa Maria*, we may have picked up a half-dozen aluminum cans. You want trash picked up? Just make bottles worth a nickle a pound (aluminum is what—ten cents a pound?), and the woods will be picked clean.

Dumpsters were donated to the cause by the F.H. Carting Company, Modern Way Disposal, Garden State Removal, and Robert Winzinger, Inc. Waste Management Corporation donated over 3000 plastic trash bags, as well as free landfill dumping, without which the clean-up would have been essentially impossible—without a place to dump the trash, we'd just be moving it around. Finally, Chris Taylor, a local excavator, donated the use of a five-yard front end loader, which really simplified some of the bigger trouble spots.

State Representative Jim Saxton, an avid outdoorsman and hunter, came out to witness the event and was very impressed

with the turnout. Also on hand was George Howard, Director of the Department of Fish and Game for the State of New Jersey. Howard was very impressed with the turnout, and was heard talking about promoting a clean-up on Fish and Game lands. The ECEA would be happy to help...but let's talk about trail riding there, while we're at it....

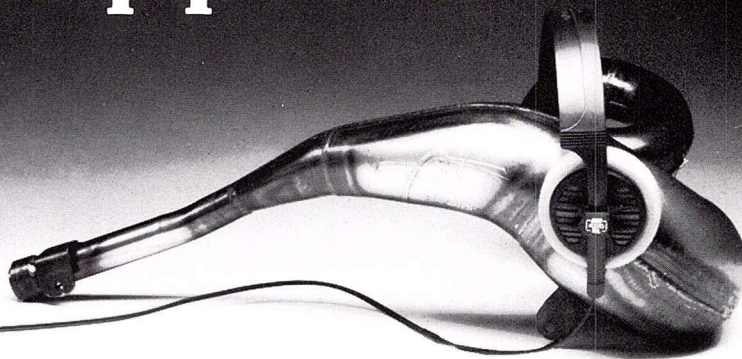
The event drew good publicity from most of the local papers, and allowed us ECEA members to come in contact with the hunting club members, who, surprisingly, suffer from a lot of the same land-use hassles we do. Politically, the clean-up was a great success, giving us enduro riders a chance to show everyone that we really do care about the woods. And, to top it all off, a few of the ugliest parts of the woods were restored to a presentable condition again.

The message here is *do it*. Get your club together, or a couple of clubs, or a whole organization, contact your state authorities and go out and clean up a state forest. Let's give something back to the land we use, and pick up some of the trash covering it—even if we didn't put it there. It all helps the cause. □

# Danny Laporte admits he's lost his spark.

Story on page  
29.

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# Quick Tips

A collection of preventative maintenance tips that'll keep you in the garage long after you think you're done

**H**ave you ever finished a major repair job—something like replacing your chain and sprockets—and found yourself with more time than you expected? Like, all of a sudden, you're in the garage and feel like you've got nothing to do. It rarely happens here at *Trail Rider*, since we have the leering specter of a deadline always drooling down our necks, but every now and then we find a few minutes of free time.

So what do you do? Do you go inside, make up a huge batch of popcorn and sit down to reruns of *Family Feud*? Get out the rubber gloves and try to weed out some of the mildew holding up the walls in the bathroom? Cut the grass? Paint the house?

Naah. If you're smart, you'll stay holed up right there in the garage, and we'll help you out by giving you some things to do, maybe even stuff you've never thought about. The message of this article is two-fold and simple: you're a lot better off hiding in the garage and puttering with your motorcycle rather than doing chores, and after a little bit of poking around you'll realize that the work on your bike is *never* done. So with that, let's get back to work.

## Bolt Lube

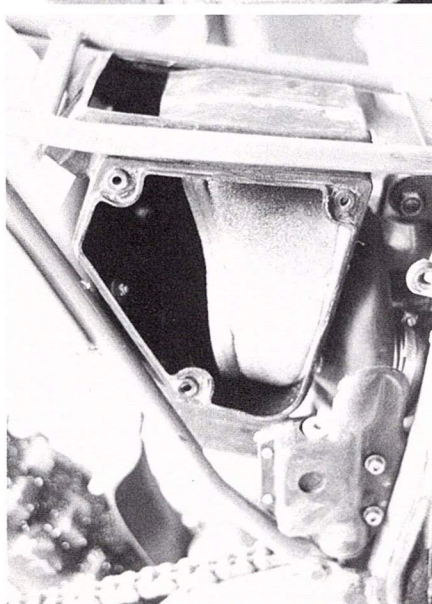
If your bike is equipped with chain adjuster bolts, crank them all the way out of the swingarm, lube them with Never-Seize, and wind them back in. If you've never done this to your swingarm before, you could be in for a lot of trouble and a nasty surprise, especially if you own a KTM. Most bikes have drain holes in the bottom of their swingarms, to drain out any water that can accumulate inside from the car wash and water crossings. KTM's don't have drain holes; and bikes with them can be easily plugged up with dirt, leaving a small amount of water inside of the swingarm.

This is a nasty situation. The end of the chain adjuster bolt sits in with that water, and it rusts into a huge orange glob. If you go out right now and try to back the chain adjuster bolts out, and they tighten up hard, get ready for some serious work getting them out. Take out one of the sidestand bolts and try to fill the end of the swingarm with Liquid Wrench, or some other rust-removing penetrating oil, and work the bolt in a little then out a little, and you may finally be able to remove it. On the other hand, you may just snap it off and have to drill it out and then Heli-Coil the hole.

Lube the chain adjuster bolts. Do it when the bike is brand new, and do it every month. It saves a lot of hassle.



Greasing the chain adjuster bolts in an enclosed swingarm will ensure that they will actually move when you want them to.



A squeaky-clean airbox is a thing of joy, and it helps you keep dirt out of your engine.

## Box Scrubbing

Did you groan at the amount of airbox dirt surrounding your air filter the last time you took it out to clean it? Chances are you just wiped some of it out, reinstalled the filter and went riding. Most of us do it this way, but if you watch a real pro doing maintenance he'll take the filter out (and probably throw it away, since most pro riders don't re-use air filters) and then scrub the airbox clean before he installs a new filter. If the inside of the box is squeaky clean there's less chance of accumulating a huge dirt buildup, and a lot better chance of not getting globs of dirt in your carb throat when you put the clean filter in.

The easiest way to do it is to jam a clean rag into the carb throat, wipe out the worst of the greasy dirt, and then clean the inside of the box with Formula 409. If you have an airbox that is easily removable, like a KDX200 or something, just pull it out completely and clean that thing until you can eat off of it. Not only will you have



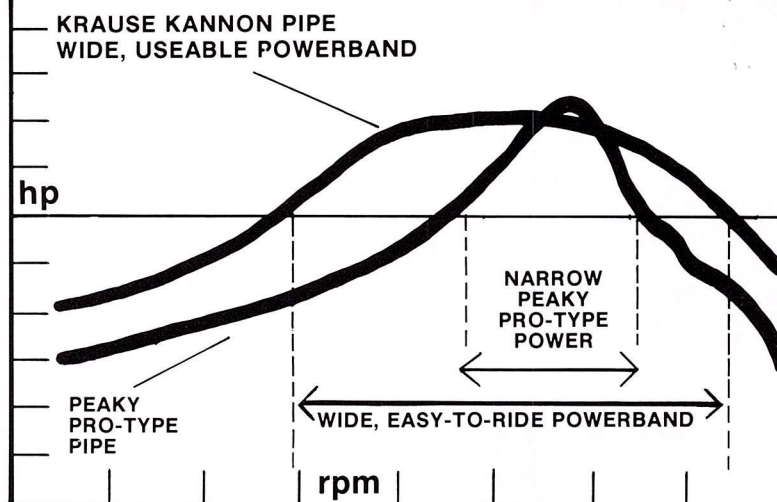
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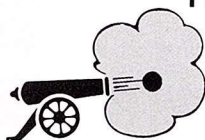
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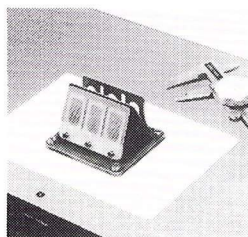
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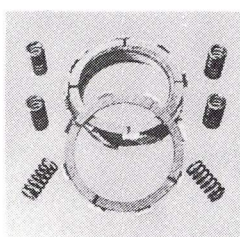
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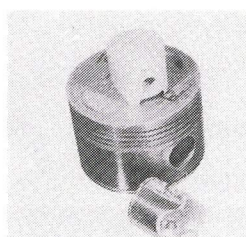
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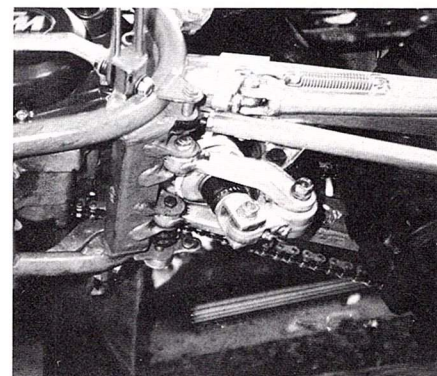
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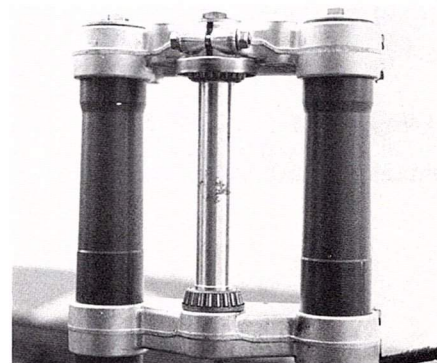


Suspension pivot bearings are usually overlooked, especially if you have grease fittings. Take them apart a couple times a season to make sure everything is well.

### Pivot Buffing

Even though you probably have grease fittings on all your suspension pivots, you should occasionally—say once a season—take all the pivot bolts out and clean and grease everything by hand. Remove your shock, too, and grease the heim joints at both end of it. The whole operation will give you a chance to check everything for wear, and you'll see first hand if the grease fittings are plugged and not working.

Definitely do this if you feel a little up and down play in the system when you pump the back end of the bike up and down in the garage. It's hard to tell if needle bearings are worn out by looking at them, so don't be afraid to replace them if the action seems sloppy. Worn heim joints are easy to spot; replace them before you break a shock. When you put everything back together, tighten the bolts only after loading the rear suspension. Get a buddy to push down on the back of the seat while you apply the torque.



Re-doing steering head bearings is a time consuming pain in the neck, but they'll re-do you if you don't do them.

### Head Greasing

There's probably no job more odious or unglamorous than re-greasing your steering head bearings, but it is always necessary and equally always neglected. If someone was to ask me what the most common motorcycle failure was in the ISDE—aside from engine failure—I would have to say steering head bearings. They can only put up with all the abuse asked of



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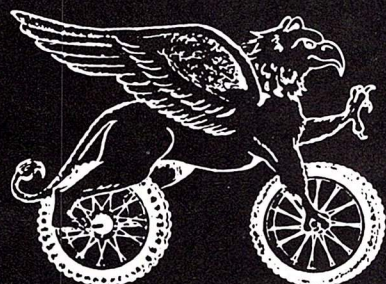
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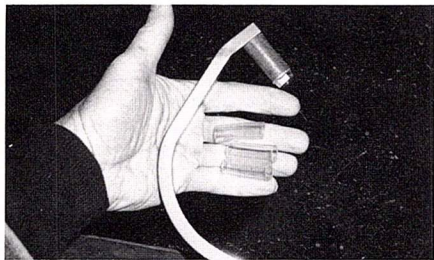
CLOSED TUESDAYS





them if they are in perfect shape and stuffed with grease, so get on it and re-do them.

If they're bad, naturally, replace them. Use a good waterproof grease. Some folks go so far as to install a grease fitting in the side of the steering head, and then filling the steering head with grease. You take the chance of having melted grease oozing out of your steering head in the summer, but if you ride in a lot of slop, this could be the answer.



Replacing the expansion tubing on your handguards occasionally is a great way to keep them from coming loose on you.

#### Handguard Tuning

It sounds like a real waste of time, but if you've had handguards on your bike for some time, it may be a good idea to take them off and re-do the mounting—especially if they've ever come loose on you. The little pieces of rubber tubing that go inside of the bar end eventually squish out of the end of the bar, or expand over the nut on the other end, and replacing the tubing is the only cure. You can find the right size tubing at an auto parts store usually, and for aluminum bars you'll need half-inch outside diameter by 5/16 inside diameter tubing.

You can use the correct size concrete anchors (from a hardware store) in the end of the bars for a very solid connection, and some people weld nuts into the end of their bars to bolt the handguards tight. Keep in mind if you do this, though, that a solid connection like this has no "give," and if you whack a tree hard enough you'll bend the end bolts and have a devil of a time getting them back out.

Although some folks use Loctite on the little screws of the handlebar mounting pieces, we always recommend oiling them instead. Because they are steel screws in aluminum, corrosion can make them very difficult to tighten effectively or remove, so a little lube can really improve their effectiveness. If you take your time bending the handguard bar and fitting it properly, until the clamp lines up perfectly with the handlebar, the screws won't come loose on you.

#### Carb Scrubbing

It sounds like a dumb question, but when was the last time you cleaned out your carb? I mean took it off, removed all the jets, blew out all the passages, and replaced all the worn parts (float needle and seat, throttle slide)? A half-hour spent with some small wrenches and a can of Gumout may make your bike run like a sweetheart again, especially if it's been sitting all winter.

#### Wheel Holes

If you really get bored, there's a place on your bike that you've probably never looked at, and cleaning it can make your

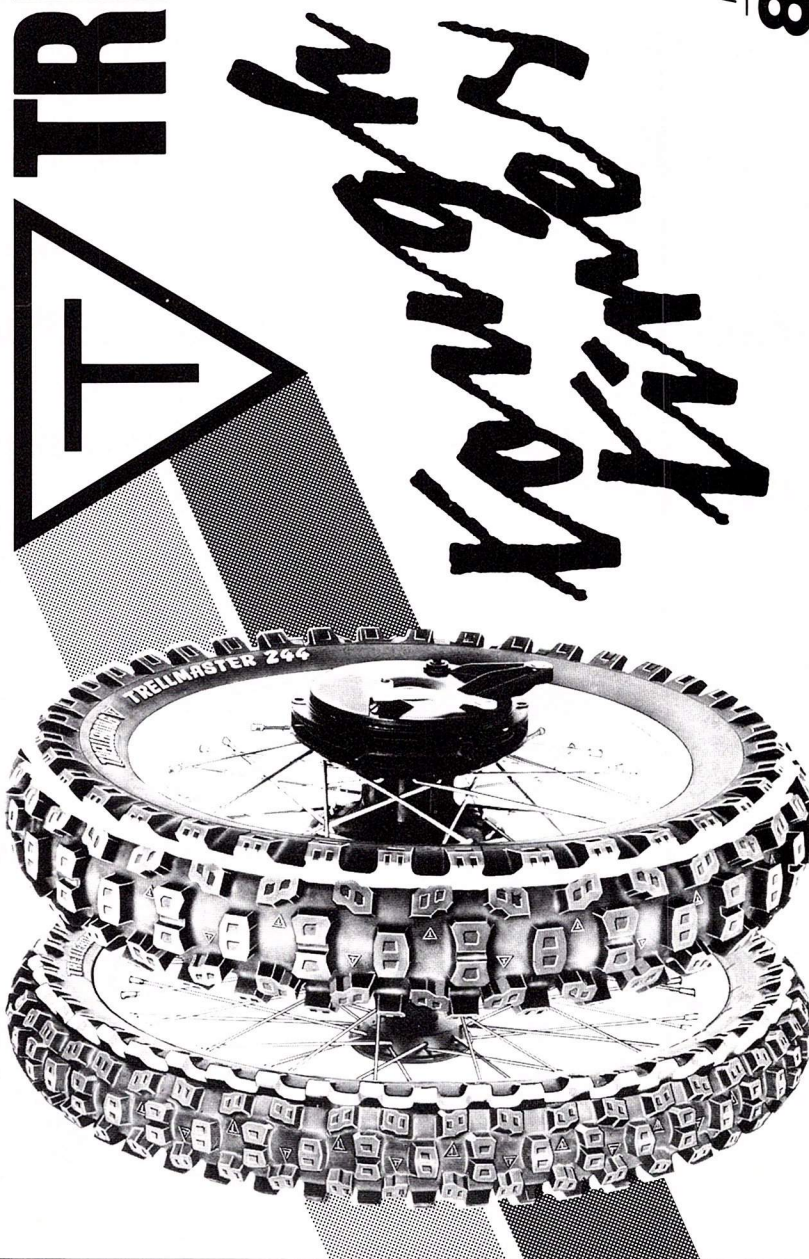
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wheels easier to work on and remove, as well as probably extend the life of your wheel bearings. Yep, the inside of your wheel hubs. Knock the bearings out, pull out the little spacers, and clean everything up with solvent, including the inside of the hubs. You can tell now if your bearings are worn, and if so, replace them, of course.

While you're at it, check the spacer tube carefully, and compare it to a new one if you can. Sometimes these tubes can collapse a little, especially if you're really heavy on the wrench when you tighten the axle nut. A mashed tube causes all kinds of alignment problems in the rear wheel, and though this may not be a problem with a drum brake, rear disc brake bikes can't tolerate much misalignment. Replace them.

#### Ignition Lube

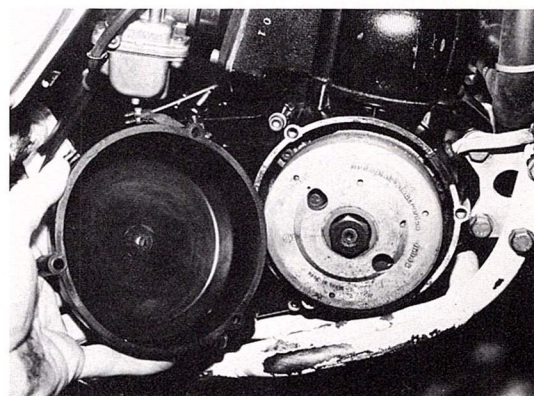
You read this in all of the old manuals: "Remove the ignition cover and spray the magneto with a water-displacing compound like WD-40, and allow the ignition to dry before replacing the cover." It doesn't mean so much now, since we don't use breaker-point ignitions anymore, but cleaning and spritzing your ignition can keep it from corroding and make things easier to deal with if you ever have to work on it.

#### Chain Aim

Here's a really dull way to spend your time, but with a result that can save you a fortune in chains and sprockets: align your chain. Yeah, I know, you line it up to the marks on the swingarm and all that, but I mean *really* align it. Get down there with a

tape measure and a scribe, and re-check it a half-dozen times, until you have it perfect—measuring from the centerline of the axle to the centerline of the swingarm axle. You should adjust the chain so that it is exact on both sides, and then as long as the sprockets are fitted properly, and the engine is sitting straight in the frame, the chain will run true.

Electronic ignitions don't need any maintenance, compared to breaker-points ignitions, but they'll stay happy if you clean them and spray on a little WD-40 now and then.



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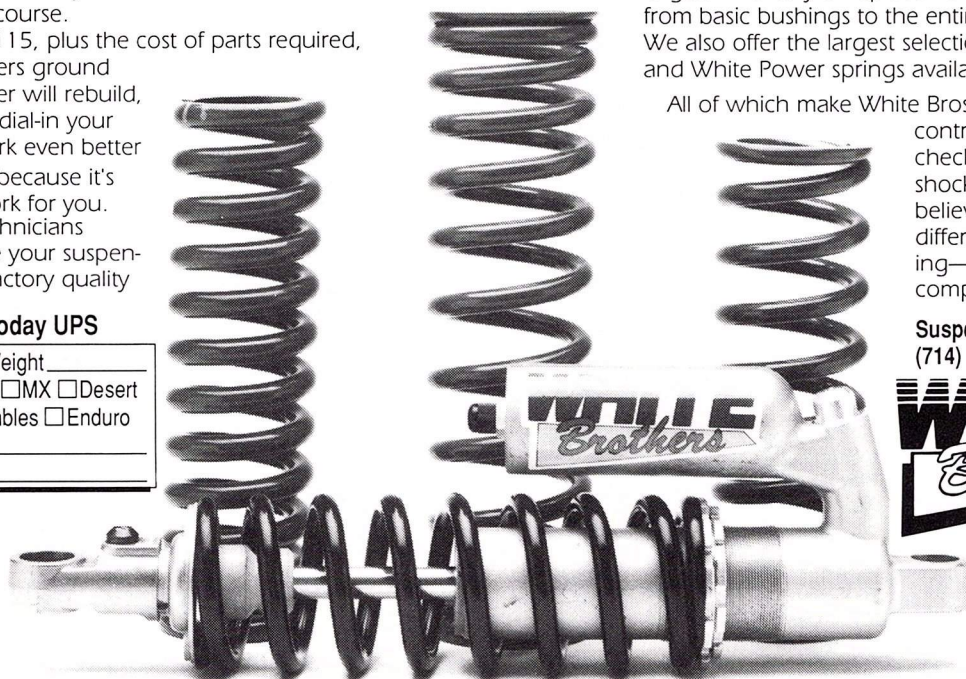
parts, the finest oil and the know-how we've gained over years of racing—and winning. And we carry the nation's largest inventory of replacement parts. Everything from basic bushings to the entire shaft assembly. We also offer the largest selection of Progressive and White Power springs available.

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Cleaning out the wheel hubs, and all the parts within, will ensure that your wheel runs true and the axle comes out when you want it to.

This way you won't have any of that weird wearing on the side of the sprocket teeth. When you finish it up, take the same amount of care to determine how much slack to leave in your chain. Push down on the back of the bike and check the chain tension for any given position of the rear suspension. You'll want a good half-inch to an inch of play at the chain's tightest position. When you have all this figured out, make the correct marks on the swingarm, or at least write down notes so you remember.

#### Lube Your Threads

Steel bolts in aluminum don't mix, and steel bolts in magnesium is even worse. Shoot, steel on steel becomes nasty after a season of neglect, so pay attention to your bolts. There are a few attachments on every bike that have to have Loctite—you can hear them crying out for it, especially after a few pieces of your fine machine drop off on the trail. If it calls for Loctite, use it (but don't use it on or near plastic—one drop of Loctite turns most plastic as brittle as glass), but if it doesn't need Loctite, lube it.

Don't be fooled into thinking that your nut/bolt attachments must be clean and dry when you put them together. You can actually get a better, more reliable attachment by using a product like Never-Seize on the bolts first, so that you don't have the threads binding or galling on each other. They'll tighten tighter, and loosen easier, and you'll go through life with less chance of ever breaking a bolt. And that's the truth!



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# Jimmy Weinert is finally hushed.

Story on page  
**29.**

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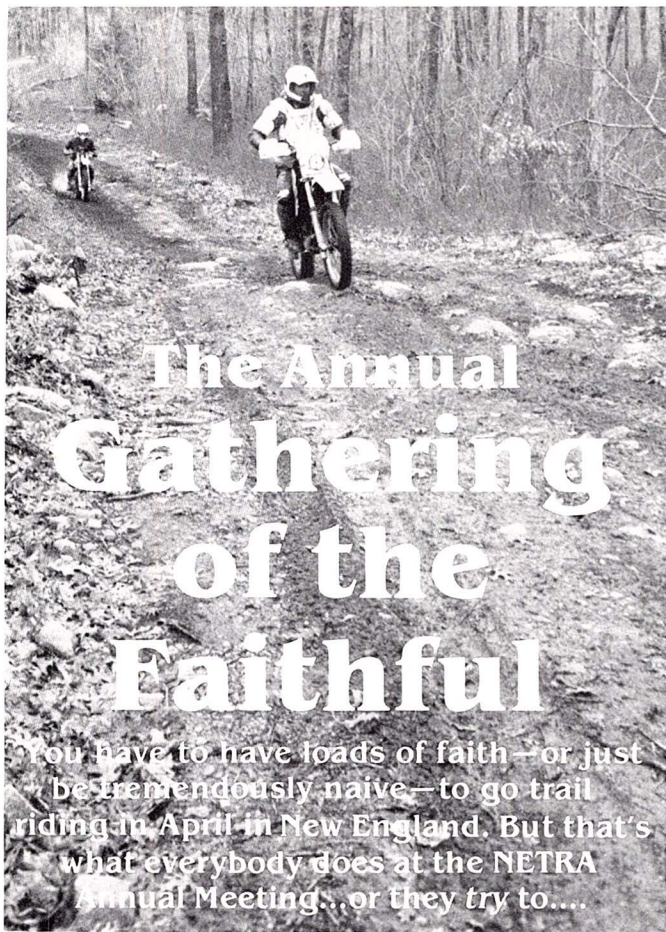
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# The Annual Gathering of the Faithful

You have to have loads of faith—or just be tremendously naive—to go trail riding in April in New England. But that's what everybody does at the NETRA Annual Meeting...or they try to....

by Paul Clipper

It had all the classic signs of a great trailride. Everybody was excited about the impending start of a new season, lots of guys had new bikes, even the trailboss was psyched, and he was promising a free trailride course that we would all be babbling about for months. We were fired up and ready to go, no doubt about it.

The only problem was, we were so excited, none of us really noticed that it had been raining practically steady for the last two weeks. Oh, we noticed the windshield wipers going back and forth, but after a winter of drought warnings and dire stories of water rationing, we were basically numb to all the water coming out of the sky.

When the actual time for the NETRA Annual Meeting and Free Trailride (incorporated along with the NETRA Father and Son ride) came up, on the morning of this past April ninth, we may have had a few suspicions, but they weren't really confirmed until we were about five miles out on the course. It was a mess. The trail was black slime, spread between a generous sampling of

big, round, Massachusetts rocks. It was everything that ever endeared the masochists towards the Tri-State enduro, which is usually held in this neighborhood, and it was basically very little fun.

The group I was riding with was certainly blind to reality and numb from pain, since we rode the first 15 miles on the route sheet, set aside for the Father and Son ride, and then gassed up and headed out for the remaining 40 miles. During our trip through the second section, which was grim, but not as bad as the first section, it started to rain—a cold, 40-degree drizzle. Being without Hot Grips or handguards, our hands nearly froze off the bars, and our soaked feet went numb from the cold and made staying on the pegs an excruciating experience.

It wasn't just us. At one point I was stopped beside Dave Burnett, and we were both hugging our gas tanks, wrapping our hands around the hot part of the exhaust pipe, trying to burn some heat back into them. Dave just looked over and said "I haven't got any feeling left in my feet. This is no fun anymore."

When we finally finished up, all the food and most of the

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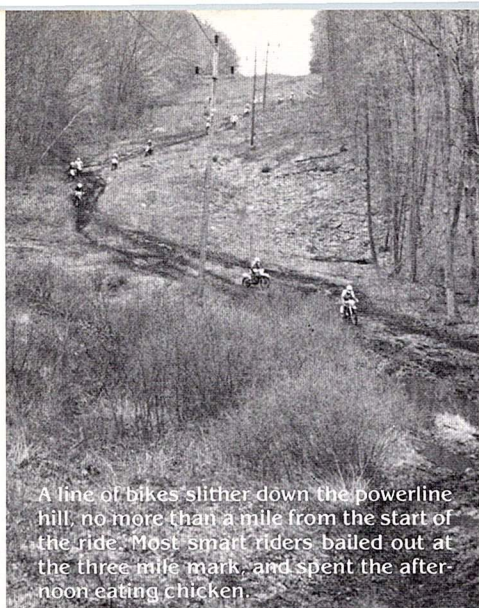
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A line of bikes slither down the powerline hill, no more than a mile from the start of the ride. Most smart riders bailed out at the three mile mark, and spent the afternoon eating chicken.



This DT180 Yamaha turned a few heads at the meeting—it has front and rear discs, turn signals and could probably be street legal if we had them in this country.

drink was gone, and the gun club had cooked up some decent barbecue chicken, or so I hear. A very large portion of the riders went a couple of miles and realized exactly how bad it was, and came back and spent the rest of the morning eating and bench racing. My hat goes off to them. Maybe some day in the future I'll learn something from these wise people.

The actual meeting was orderly and calm—probably most of the attendees had all of the "argument" burnt out of them. Most of the discussion centered around the loss of riding land in the Salmon River area, and things being done to forestall the loss of any more State Forest land. There was also discussion of how to get more members into NETRA, although a proposal to admit ATV riders into NETRA was voted down quickly.

It was mostly a business meeting, and all of the business was wrapped up by 4:30 or so. By then, the rain was over with, and the day actually started looking better; but there were no riders interested in making another loop on the trail. Official meeting or not, it was basically the first trailride of the season; and on this day, one ride was enough! □



A few local dealers displayed motorcycles inside of the gun club, giving all of us without new bikes something to drool over.

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# PICKETT'S

David White opens the VC

Smilin' Robbie Felts after winning the first Mini race of the year. It looks like Robbie is going to make up for that second place last season.

by Tom C.A.T. Conaway

Fort Pickett, VA

I was really looking forward to this race not only because it would be the first run of 1989, but also due to the location. No one had ever put on a motorcycle race at Fort Pickett, and this being the first; was not an opportunity to be lightly passed up. So at five A.M. Sunday I dragged my as yet unawake self out of a very cozy water bed and into a still very chilly April daybreak. After force-feeding myself cold pasta and hot coffee, I loaded the truck and headed for the 25-cent "free way."

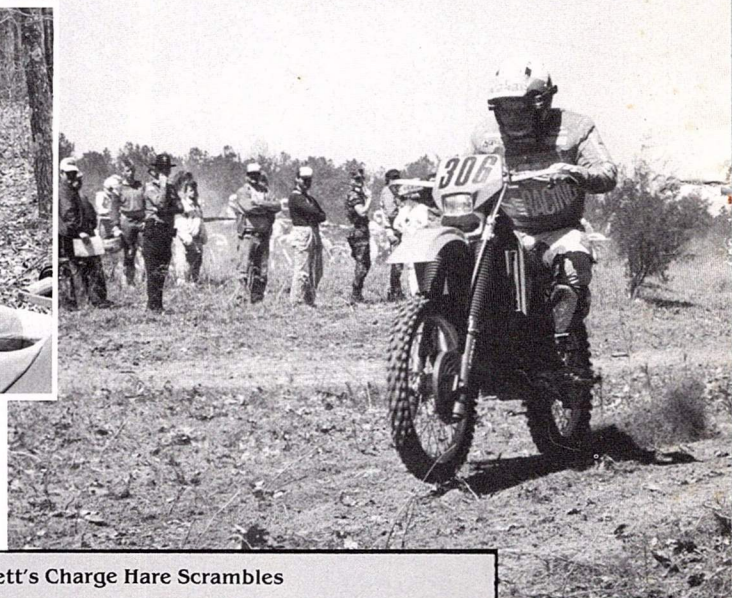
It didn't take as long to reach Pickett as I thought it would, so I found what I thought would be the ideal parking spot: one-quarter of a mile away from the nearest rest room. As it turned out, I had ample time for lollygagging; and I even found time to put what I considered to be plenty of gas in the tank, for a fellow of questionable riding ability to cruise around and take a few pictures. I was, of course, mistaken.

I had talked to everyone I knew who might be able to tell me about the course, but all I got for my troubles were vague warnings about foxholes and land mines. Who were they trying to kid? After all, it was April second and I wasn't born yesterday. I worried not at all about it, until I overheard someone talking about a dog that had endoed into one of those pits the night before. I would be very careful today.

When the 0-100, or mini class took off I was still fighting my old boots into place, and I was late as usual. So, throwing caution to the wind, I made my best effort to catch up to the little maniacs but never saw so much as a cloud of dust. Giving that notion up as a lost cause, I stopped at the first trail section wide enough to allow some light to filter through the trees so I might take a picture or two.

No sooner had I focused on a spot in the trail where the bikes were sure to go, when here came Robbie Felts. His Kawasaki was wound out, and I think he was looking for seventh gear. Yes, Robbie was hooking up. His sponsors at Scott, Havalin, and Commonwealth Kawasaki would have been proud to see that kid go. He had what is known as a comfortable lead. By the time Wesley Moran came in focus, Robbie's dust had settled and weeds were starting to grow again. Not to say that Wesley was loafing, on the contrary. He had an almost equal lead on third place finisher Charlie Lewis.

By the time the mini class was finished, I thought I was going to die of exertion, but overcame the urge to go home when I was told the main event would use a trail section that the mini riders had not ridden. This was too good to be true. More new, unused dirt just waiting to be ridden. Well, needless to say, my interest had been



## Pickett's Charge Hare Scrambles

David White	Cag	250	3. Frank Phillip	Kaw	
Overall Champion		1. Johnny Edens	Hon	4. Chuck Lewis	Hon
		2. Karl Johnson	KTM	5. Stan Littleford	Kaw
AA		3. Mark Allman	Hon	Four Stroke	
1. Roland King	Hon	4. Ricky Franklin	Hon	1. Mac Price	Hon
2. Jeff Blankenship	Suz	5. Tommy Ashley	Hon	2. Kevin Leigh	Hon
3. Dwayne Miller	Kaw	Open		3. Tim Norris	Hon
4. Tommy Houston	Suz	1. Marty Hensley	Hus	4. Albert Odenthal	Hon
5. Andrew Williams	Kaw	2. Bobby Wilt	Hon	5. David Caddy	Hon
125		3. Spanky Johnson	Kaw	Mini	
1. Joel Burgess	Suz	4. Robert Gaylon	ATK	1. Robbie Felts	Kaw
2. George Greer	Hon	5. Jeff Mitchell	Kaw	2. Wesley Moran	Kaw
3. Chuck King	Kaw	Senior		3. Charlie Lewis	Kaw
4. Matthew Brantley	Hon	1. Jim Thompson	KTM	4. Jason Hedrick	Yam
5. Brian Staples	Suz	2. Robert Cox	KTM	5. Daniel Morrison	Kaw
200		3. Bob Williams	Kaw	Trail Rider	
1. Chris Shortridge	Kaw	4. Bill Porter	Hon	1. Jerry Hill	Yam
2. Montey Harley	Kaw	5. Robert Jones	KTM	2. David Sproles	Kaw
3. Cubby Bare	Kaw	Super Senior		3. Jeff Macey	Hon
4. Ronald Cantley	Yam	1. Bill Edmundson	Hon	4. Chris Altice	Kaw
5. Jeff Dovel	Kaw	2. Donnie Lewis	Hon	5. David Clark	Kaw

freshly renewed. I stood in everyone's way as the hole shots ensued, and after the smoke cleared, made a valiant though hopeless attempt to keep pace with the field of riders. As always, I ended up waiting for the second lap before I saw anyone else on the trail, except for the occasional spectator that would pass by while I would untangle myself from the trees.

When I got stuck in the first creek cross-

ing it became obvious that this was the ideal place to take a few pictures. David White was the first racer I saw, and he did not get stuck. Hell, he didn't even get muddy. He danced that Cagiva to the overall win and looked to be the AA rider to beat. David is sponsored by Mouse's Cycle and Kinetic Art. I think he will bring home the fold for them on a regular basis this year. Following David came Roland King



# CHARGE!

CHSS season with a win



Cubby Bare roosts away from the start of the 200 race. He finished third, with Chris Shortridge taking the top spot.



David White slashes through the woods, aiming for the checkered flag.

Sometimes horsepower is the only answer. Just miss the photographer, friend!

on his Mark IV Honda. Roland took the number one plate last season and finished this race with the first place in the AA class.

Next was Jeff Blankenship in second and Dwayne Miller in third. Tommy Houston might have finished better than fourth if he had not gotten stuck in one of the nastier mud holes and offended the Supreme Being with his verbal abuse, and me stand-

ing there with a camera didn't help matters either.

When Tommy saw me making a film record of his suffering, he asked that I quote his opinions on the course lay out. "This \*\$\*! #&% race \*\$\*!! and you can quote Tommy Houston on that Mr. Trail Rider #&% Magazine!" Tommy felt much better after the race, and we all had a good laugh about it later.

Joel Burgess led the 125 class to victory, and I would have liked to mention his sponsors but he didn't fill out the little form that we will always have at the sign up table. I can say that he was riding a Suzuki because I saw him doing it. George Greer took second place in that class on a Honda, while Chuck King won third on a Kawasaki.

In the 200 class, Chris Shortridge came in first on a Bare Bros. Kawasaki, and Montley Harley finished second. Cubby Bare took third. All three were riding green bikes with Bare Bros. support.

The 250 class was aced by Johnny Edens on a Honda. John forgot to list his sponsors also and I don't know what to put down for Karl Johnson either. Karl won second place in the 250A on a KTM. Mark Allman was third on a Honda.

Marty Hensley rode his Husky to first place in the open class, followed by Bobby Wilt in second. Bob rides a Honda for Casey Cycle City and Wilt Suspension. In third place was Spanky Johnson on a Kawasaki.

First place in the Senior class went to Jim Thompson on a KTM. Jim didn't fill out the form either. Next up with second place was Robert Cox also on a KTM. Robert rides for Mark's Power Equipment. Then came Bob Williams on a Kawasaki in third.

The Super Seniors were led by Bill Edmundson on his Honda, sponsored by Casey Cycle. Donnie Lewis took second on a Honda sponsored by Honda of Portsmouth. Frank Phillips rode his Kawasaki to third.

The 4-Stroke class was won by Mac Price with, you guessed it; a Honda. Kevin Leigh took second and Tim Norris finished third. Both rode Hondas as well. Tim is sponsored by Kinetic Art.

The Trail Rider Class was won by Jerry Hill on a Yamaha. Jerry will no longer be in this class, as he will be moving up to a displacement class now. Second was David Sproles on a Kawasaki, followed by Jeff Macey on a Honda.

A lot of strange things happened at this race. R.J. Faddis fell down and hurt himself, something I never thought I would see; and I fell down and didn't hurt myself. Donnie Lewis had a good time at a race; I saw Danny Morrison get hopelessly stuck, and my camera got roosted after I helped him get out. Tommy Ashley rode in the 250 class on a 4-stroke Honda and would have finished first if a chance stick had not found it's way to his carb. The hapless mixer was knocked clear out of both boots and just quit carbureting. Never saw anything like it in my life.

Nevertheless, it was an outstanding start to a new season, with fresh trails, new terrain, and creek crossings that will live in infamy. Many thanks to the Base Commander at Fort Pickett for his hospitality and trust. I hope we can do it all again next year. □



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**STARTING PLACE** - BLAIN FIRE COMPANY CAMPGROUNDS, BLAIN, PA. 8:00 A.M. Key time. For directions see map on back of entry. **ENDURO INFO** - 80 miles. ENDURO will consist of 2 loops with the gas stop at the campground.

**RIDERS REQUIREMENTS** - All riders must have the following at registration: AMA & ECEA cards; ECEA testing for enduro licenses will be conducted at no charge, Sat., July 15th. Registration from 2:00 P.M. to 7:00 P.M. Sat. and after 6:30 A.M. Sun. **RIDERS MUST BE 16 OR OLDER TO RIDE, AND MUST SIGN A YOUTH RIDER RELEASE FORM** (Please call for form)

**MACHINE REQUIREMENTS** - As public roads will NOT be used in the enduro, NO LICENSE - NO INSPECTION - NO HASSLE. A sound test will be given from 3:00 P.M. to 7:00 P.M. Sat. & after 7:00 A.M. Sun. Motorcycles must have: SPARK ARRESTOR, SOUND LEVEL NOT TO EXCEED 105 dba AT 20 INCHES.

**DRAWING DATE** - July 9, 1989. ALL post entries will be assigned. Make checks payable to: SORR, Inc. R. D. 1, Box 135K, Hershey, PA 17033 (717) 533-4251 for information. Any calls Fri., July 14th or Sat., July 15, call (717) 536-3604. Please keep calls to a minimum! **NO PHONE ENTRIES.**

**CAMP FACILITIES AVAILABLE** - Large, flat, grassy campgrounds with plenty of shade, and SOME electrical hookups. Food available both Sat. & Sun. Breakfast will be available Sun. morning. If you bring your pets, please keep them restrained.

Please leave mini bikes at home. Any pit racing done by riders or children will result in disqualification of rider and/ or Guardian of Child. This applies to before, during & after event. NO bikes may be started between 7:00 A.M. SATURDAY & 7:00 A.M. SUNDAY.

### Release and Waiver of Liability and Indemnity Agreement

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AMA No. \_\_\_\_\_ Expires: \_\_\_\_\_

AMA Club Name: \_\_\_\_\_

Bike Make: \_\_\_\_\_ Displacement: \_\_\_\_\_

Rider's Class (check one)

\_\_\_\_ AA \_\_\_\_ A \_\_\_\_ B \_\_\_\_ C

\_\_\_\_ Senior A (40 +) \_\_\_\_ Senior B (40 +)

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I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the East Coast Enduro Association, the promoters, sponsors, and all other persons or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying upon my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive. I have read this release and agree to the terms therein.

Signature \_\_\_\_\_

Vehicle No. \_\_\_\_\_

Witness \_\_\_\_\_

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notarized parent/guardian signature!**

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Parent/Guardian Signature (sign in ink)

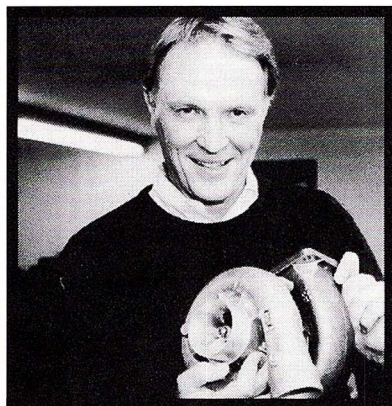
Notary \_\_\_\_\_

Commission Expires \_\_\_\_\_



# "I like to stay abreast of what's occurring right now, so I read MOTORCYCLIST and DIRT RIDER."

—Dan Gurney



**Name:** Dan Gurney

**Occupation:** Owner and president, All American Racers, Inc.; retired race car driver

**Company description:** "All American Racers was founded in 1964. We began designing and building the Eagles in 1965, and we also prepare the Toyota Celica Turbos that compete in the IMSA GTO class. In fact, we just won the IMSA GTO Manufacturer's Championship, and our team won the drivers' title. We have a complete racing facility that includes a machine shop, engine R&D department, wind tunnel, composite construction shop where we make bodywork, and a parts department."

**Track record:** Started racing a Triumph TR-2 in 1955; became factory Ferrari Formula One driver in 1959; has won seven Formula One races, including four Grands Prix; victory in 1967 Belgian GP, piloting his own Eagle, was first GP victory by an American in an American car in 46 years; first roadracing driver to make switch



to NASCAR Grand National stock car racing—had record five straight wins in Riverside 500; first driver to win championship races in four major types of motorsports competition: Formula One, sports cars, stock cars, and Indy cars, 1967; with A.J. Foyt, won LeMans 24 Hours, 1967; placed second at Indianapolis 500, 1968, 1969, placed third, 1970; first racer to take a large American sedan to England and compete in "saloon" races; retired from racing in 1970 with 37 wins in 18 countries and 25 makes of cars; Eagles have won Indy 500 three times, USAC National Championship twice, Formula A Championship twice; in 1973, 21 of 33 cars on starting grid of Indy 500 were Eagles, a first for any manufacturer; two-time winner, Society of Automotive Engineers' "Builder of the Year"; two-time winner, Martini & Rossi "Sportsman of the Year"

**Riding history:** "I've been a motorcycle enthusiast since I was 12 years old, before I was allowed to own one. The first bike I bought was a Triumph Thunderbird. I've never really raced bikes, though I rode the Big Bear run a couple of times back in the old days. In '58 I finished 11th in class and 21st overall out of 640 riders; I was so proud I could hardly stand it."

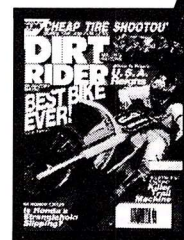
**Riding preference:** "What I like best is just going off to the mountains exploring. I love to just get out and say, 'Let's see if we can get over there.'"

**Bikes currently owned:** "I own a Honda CR500 that I use for rides like the Colorado 500, a Yamaha IT490, Yamaha Vision, and a bunch of singles. I'm not a real big fan of big four-cylinder bikes. Right now I'm modifying an older Honda single we call the 'Alligator' because you sit kind of low on it. I'm also modifying a 350 Yamaha trials bike for general off-road riding. It has more fuel capacity and you can sit on it and ride it like a regular motorcycle, but it's light and climbs like nobody's business."

**Magazines:** "I'm a little bit of a nostalgia freak, but I also like to stay abreast of what's occurring right now, so I read MOTORCYCLIST and DIRT RIDER. I especially like the racing coverage and travel-type pieces that involve endurance, exploring, or unusual places to ride, but when it comes right down to it, I like it all."

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ECEA Round Three

# PINE HILL

OCCR's annual event is turning into the ECEA's second most popular "family" style enduro

by Bob Stewart

Mike McHale rode on the safe side and won the A Heavy class for his trouble.



New Lisbon, NJ  
**W**hat a gorgeous day for a ride in the famous South Jersey Pine Barrens. Crisp, cool, sunny and dry. Just the perfect combination for this second event on the ECEA calendar. An awful lot of riders thought so too, as there were five hundred or more riders signed up by the time the starters had done their job.

Perhaps all those winter months when riding was difficult gave a lot of people a touch of cabin fever, so they came out for a nice ride in the woods. At any rate, there were plenty of entrants to contest each class.

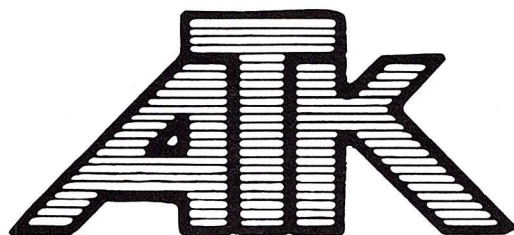
When all the results were in, and that took some time because of the rather late nine A.M. starting time and the number of entrants, Rich Mollenkopf Jr. had pulled off the win. Rich is a bit of a stranger to the Grand Champion podium, but he sure was glad to take home the huge trophy presented to the winner by the Central Jersey Competition Riders, who organized this run.

The run itself was made even better by the nearly ideal conditions, and consisted of miles and miles of fire roads, fire cuts, gravel roads, trails and even blacktop. Very little deep

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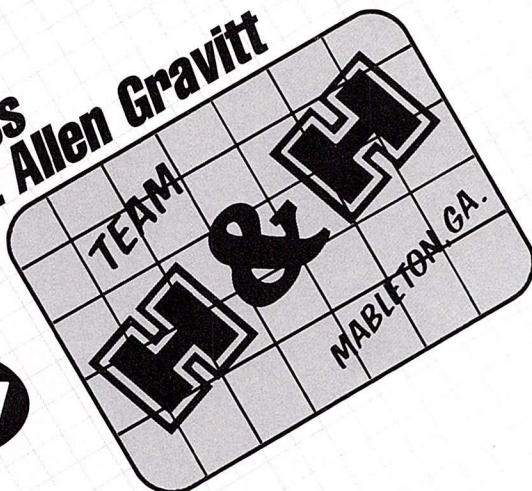
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# Mark Blackwell suffers hearing loss.

**Story on page  
29.**



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mud and few really tough sections. In short, as one rider put it, "a good rough reliability run."

The relative ease with which most riders handled the course took little away from the enjoyment expressed by most, however, as Sherm Cooper put it before he left for the second of the three loops. "This is a good run for a guy like me," he said. "I can just ride along and enjoy it." Most riders had a good time. Bill Sharp, who took home the first place trophy in the B Senior Class, said, "This was a really good run. There was something for everyone, with a lot of sand roads and a little tough place now and then. They kept you on time and made you watch, but that's good too."

Some were not so kind, however; with a couple of riders grouching about the use of so much blacktop in spots. Open A class winner Mike McHale

Dave Tucker (22D) buzz-sawed his way through the State Forest to win the 125A class. Chris Nolan, right behind him on a Honda CR, topped all of the B riders with a six-point score.



The Pine Hill course used mostly easy sand roads and firecuts, with only a couple of tight sections to take away points. They signed up 500 riders.



said, "I thought they did a pretty good job with what they had to work with. They had to work the checks and things to make up for not having so much trail to use." Others agreed, with veteran rider Mike Little observing "They can't do much in this state ground, so they use what they can."

Rich Mollenkopf had little trouble, however, posting a score of only 3 to take the win, with a host of others including McHale, Pat Emmons, Kenny Taylor, Jim Franks and others only one point behind. In fact, with scores bunched up so close, the scorers had to really work to get the results out when they did.

Several riders thought the inventive check placement for which this run is famous (or infamous, depending on your point of view), was over the edge. As one veteran rider put it, "When they have check crews hiding in the woods and jumping out at you on a straight road, scaring you to death, that's going to far!" Needless to say, this rider scored a hot at that check.

A good ride; with "something for everyone," few injured, and a beautiful day all add up to another successful ECEA event. □

#### PINE HILL ENDURO CLASS RESULTS

Rich Mollenkopf	3	5. Roy Fliegauf		3. John Alagengast	
Grand Champion		A Four Stroke		4. Mike Collins	
Kenny Taylor	4	1. Bob Bennett	6	5. John Campetti	
High Point A		2. John Smith		Women	
Chris Nolan	6	3. Gary Noble		1. Kathi Campbell	9
High Point B		4. John Cushing		2. Linda Luhn	
A Light		5. Bill Johnson		3. Dora Newman	
1. Dave Tucker	5	B Light		4. N. Schlotterbeck	
2. Steve Hodgson		1. Michael Lafferty	8	5. Emma Leigh Larsen	
3. Dale Hiles		2. James Cook		C Medium Light	
4. Steve Aretz		3. Chuck Stapleford		1. Rob Provost	12
5. Jim Costello		4. David Barlow		2. Mark Fox	
A Medium Light		5. Michael Collins Jr.		3. George Parker	
1. Bill Atherholt	7	B Medium Light		4. Ron Burd	
2. Bob Dana		1. Dale Waxmunski	7	5. William Wahl Jr.	
3. Dave Shirey		2. David Brobst		C Medium	
4. Bill Shamrock		3. Michael Miller		1. Greg Davies	9
5. Larry Welch		4. John Castaldi		2. Ray Leskanic	
A Medium		5. Steven Marando		3. Kenneth Wesyeal	
1. Pat Emmons	4	B Medium		4. John Old	
2. Jimmy Gahm		1. Chris O'Brien	7	5. Scott Lewis	
3. Bob Jones		2. Mark Van Driel		C Heavy	
4. Jamie Theurkauf		3. George Maggiolo		1. Mark Crosby	11
5. Roger Kelly		4. John Greasy		2. Mike Campbell	
A Heavy		5. William Severe		3. John Nelfert	
1. Mike McHale	4	B Heavy		4. Chuck Seige	
2. Bob Deveney		1. Kevin Duffy	6	5. Dave John Curci	
3. Len Rehatchek, Jr.		2. Mike Felegie		C Four Stroke	
4. Cliff Tenney		3. Frank Lillo		1. Michael Paoli	13
5. Al Buchholz		4. Brad Little		2. Frederick Schalek	
AA		5. John Walter		3. Randy Nelson	
1. James Franks	4	B Four Stroke		4. Chris Cummings	
2. Ken Yankowski		1. Art Wilson	10	5. Jim Thompson	
3. Jack Lafferty Jr.		2. Steve Kanya		Teams	
4. Todd Topham		3. Terry Weber		1. SJER #1	
5. Danny Nenstiel		4. Doug Mason		2. Meteor #1	
A Senior		5. Steve Snyder		3. High Mountain	
1. Ed Toth	8	B Senior		4. Ocean County	
2. Gordon Razee		1. Bill Sharp	10	5. SJER #2	
3. Richard Tompkins		2. Walter Kane			
4. Richard Trader					



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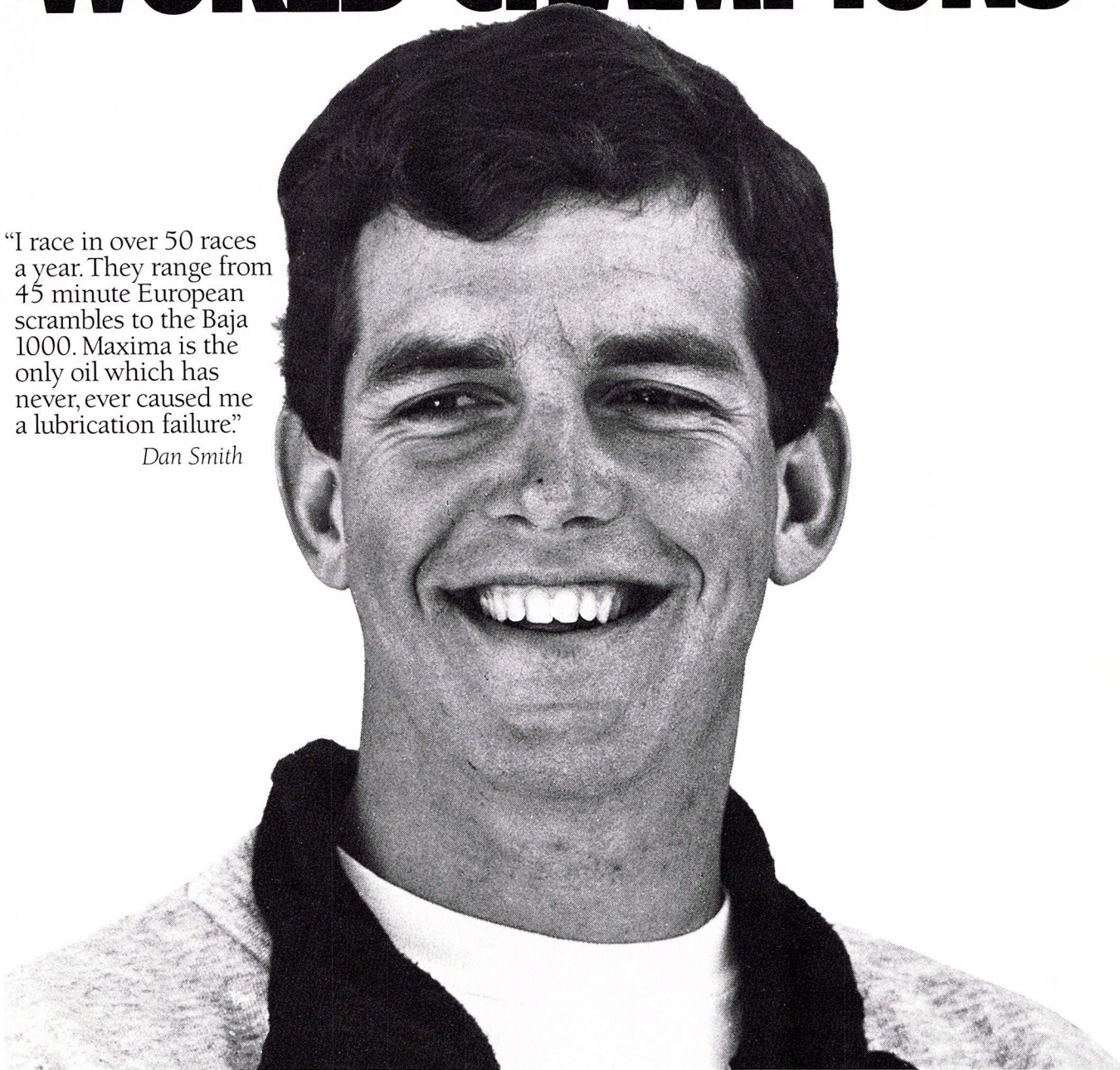
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# HOPPING UP THE KDX200

Tuning up the *Trail Rider* KDX200, and sniffing around in Jeff Fredette's garage

No doubt about it, the '89 KDX is a popular bike. Kawasaki practically sold out of them immediately, partly because of the promised performance increases from the new liquid-cooled engine and KX-style chassis, and partly because it's the most inexpensive serious enduro bike you can buy.

It's also a pretty good implementation of the new EPA restrictions, since the bike performs actually quite well stock, in spite of an almost noiseless exhaust system. Although the promise of more horsepower is there, many KDX owners are leaving them alone, actually preferring the super-quiet bike. It is kind of nice riding it, and only being able to hear everybody else's bike!

But we were curious, down here, and wanted to see how easy it would be to get a performance increase from the green 200. We hemmed and hawed about it here at *Trail Rider* for a while, but finally, John Roeske from Wheels Unlimited came and got our test KDX, and worked a little bolt-on magic in his shop. We both wanted to see

how much you could get out of the KDX for minimum bucks, and after a short time of fiddling, this is what we wound up with.

## PLUGGED PIPES

The most obvious performance robber on the KDX is the silencer. It is so far from a straight-through design that you could probably take it off and pour a quart of water into it without having any come out the other end. John immediately replaced it with a Answer Products S/A Pro spark arrestor, and right away the bike felt better. He then went in and adjusted the jetting a little—drop the 48 pilot jet in favor of a 45, and go one position leaner on the needle—and took it for a long ride.

The KDX had gained back most of the low-end power it had in 1988, and there was still plenty of midrange and top-end revs. There is now so much power at low revs that the front end almost refuses to stay on the ground in the low gears. The silencer and jetting was all John did to the engine.

Wheels Unlimited then changed the oil in the forks,

You could find more horsepower with a different pipe and maybe some Boyesen reeds, but it's great to just be able to change the silencer and get an increase.



setting it at 140mm, and dialed the compression adjustment to eight clicks. He set the rear shock spring sag at 100mm, and set the compression and rebound at ten and ten.

At these settings, the suspension is reasonably firm, and it felt better in the sand whoopde-dos than in the New England rocks. For rock riding we'd probably allow more sag in the rear, and dial the clickers down to a softer setting. Then we'd switch to Progressive Suspension springs in the front and maybe lower the oil level. The forks wouldn't need a compression setting much higher than four for the rocks.

## A DIFFERENT BIKE

But just changing the silencer makes that much difference! Since it's a spark arrestor, it's still enduro legal, but it does increase the noise somewhat. The Answer muffler gives it a deep, low-throated pop; we hear the Cobra Hushpuppy is

quieter, but we haven't tried one yet.

There are numerous other things that can be done to the KDX for closed-course competition, and if we have the time, Wheels Unlimited also wants to fiddle with the KIPS valves and install a KIPS chamber spacer on the bike. If we do it in the future, we'll let you know how it turns out.

Small detail changes to date include a set of Fredette Handsavers to keep our fingers intact, and an Acerbis front disc cover to keep brush out of the disc brake.

One thing is for sure: it's a real thrill to work with a bike that responds to practically everything you do to it. Now, it has more torque, and is even more fun to ride—this is probably all the average rider will need to do. For the super-serious, read what Jeff Fredette has to say about the KDX in the sidebar story. □

## Fredette's National Machine

Hopefully, Jeff Fredette doesn't need an introduction here. He's been riding the KDX in National competition for so long, it would hard to imagine anyone not knowing his name and his record. Jeff is a fast rider, but he's also a frugal mechanic; and when he takes delivery of a new KDX he uses up every ounce of tuning energy he has before he sends the bike off to anyone else. By doing this, he winds up knowing more about setting up the KDX than practically anyone else in the world, but occasionally he gives in....

"Like with the forks this year," he told us recently. "I messed with those things for a while, trying to get them to where I was satisfied with them, but then work started picking up and I was running out of time. I'd heard great things about Race Tech, and they were wanting to do my suspension for me so I sent them the forks. It was worth it. They knew just how to change the valving and the forks feel so good now I don't even want to mess with them! Race Tech isn't cheap, but this was money well spent.

"The fork springs were too soft, stock; I knew that. For guys who don't go that fast or who are satisfied with the fork damping, I'd recommend changing the oil and then dropping in stiffer springs (Jeff weighs 155 pounds or so). Last year's fork springs would work good, and so would the Progressive Suspension springs.

"Now the rear suspension, that's too stiff! Where the forks were too soft for me, the rear end was way too stiff. I'd change the oil on the shock and then swap out the spring for a 4.4 kg spring, and that works well. The stock rear suspension is really

good, for most guys."

Jeff attacked the problem of horsepower by attacking the pipe and silencer. "Silencers were an easy choice—either the Answer S/A Pro or the new Hushpuppy. The Hushpuppy is quieter, but it does require maintenance because it has that screen-type spark arrestor. I worked with FMF for a pipe for the KDX, and it was darned difficult to get a pipe that would make the bike run the way I wanted to. Finally, after three tries, we have a pipe that works. The latest pipe I'm using—that FMF is putting into production—adds power all the way through the powerband, with the best increase at the bottom and the mid-range, just where it needs it.

"But I still wasn't satisfied, because there had to be a reason why it was so hard to tune in a pipe—and then I took the barrel off and staring measuring things. I showed it to a engine-tuning friend of mine and he thought he was looking at a road race barrel! I don't know why, but the exhaust port is so high in that cylinder, that it could be made to run at 12,000 rpm! When I get time, I'm going to try milling down the base of the cylinder to get the exhaust port in the right position, and then try to tune in the porting. I'll let you know how it turns out."

Aside from this, Jeff's bike is almost painfully stock. He uses the stock carb and reeds, and found that the stock jetting was the best once he had the FMF pipe finalized. He runs a KX plastic baffle in front of the airbox to keep splash out, and that's it. Oh yeah, he also uses Handsavers on the bars, but we could have guessed that! □



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# The Pine Barons' CLOCK RUN

Floundering in the Jersey floodwaters

by Bob Stewart

New Gretna, NJ

**A**lthough the sun shone for most of the time during this Sunday, the Pine Barons Enduro Riders' 20th clock run was a wet one. Tank-deep water in places; mud, roots, potholes and all the associated niceties that go along with these kinds of conditions confronted the four hundred or so entrants in this event.

Sloppy trail like this, of course, did not comprise all of the 95 miles that made up the course. There was also sugar sand, four foot deep whoops, swamp briars, scrub pine underbrush, tight trees and all the other good things that go to make up an event in the South Jersey pines. The factor that got the riders' attention the most, though, was the water.

Long stretches of water up to the seat. Riders up on the pegs and leaning over the bars, to get the rear of their scooters as high as possible in order to keep the air boxes out of the water, and woe to the

unfortunates who found one of the many potholes under these conditions.

At one place, where there was a long road on a dike between two abandoned cranberry bogs, the entire dike was under water, with washouts and four-wheel drive sink holes now and then just to keep it interesting. There were 30 or so bikes at one time with the riders taking out plugs, pumping out cylinders, turning bikes upside down. There were tools and fanny packs all over the place. A great place to look into contemporary vocabulary usage.

It was at this place that Jack Lafferty Jr. found Lady Luck looking the other way, as he watered out and had to work a bit hard to get back in the hunt. This probably cost him a chance at the overall, but he sure wasn't alone. Jackie has run a tough string so far this season, but perhaps he is saving the good luck for the later part of the calendar.



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PHOTO BY KIM CALANDRA

The Pine Barons' course wasn't *all* under water, but it was mighty wet!



PHOTO BY KIM CALANDRA

Jack Lafferty Jr. had troubles at Pine Hill after winning the season opener, and jumped back to the top AA position at Pine Barons. He is always a contender, if he doesn't win outright.

Todd Topham aced the rest of the field at Pine Barons, dropping eight points for the overall win.

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Bob Bennett (7A) goes for the kickstarter on the Pine Barons starting line. He drove his four-stroke to the High Point A position.

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Todd Topham, on the other hand, let nothing get in his way, as he slogged his Yamaha into the winner's circle with a great ride. Not to say he was coasting, however; as a number of experienced riders, like Len Rehatchek Jr., were right on his back fender. Todd was not to be denied on this day, however, as he took home the biggest clock trophy at the campground.

"This run could have been almost boring," said one veteran rider, "Except that the water really kept you on your toes all the time." Another long time competitor, Wolfgang Kruse said "A lot of water, sure, but they were a tenth or two off on mileage at a lot of turns, too."

Other riders had worse troubles, however, with almost a third of those who started the run failing to finish. Then there were the unusual conditions that caused a DNF, like Jimbo Martino, who recently returned from Mexico. He attempted the run but didn't reckon on the effects of Mon-

Pine Barons Clock Run		
Todd Topham	8	2. M. Lambert 10
Overall High Point		3. J. Kessler 12
Bob Bennett	10	4. E. Koeller 21
High Point A		5. J. Theurkauf 22
Mike Lafferty	11	A Open
High Point B		1. A. Recchia 12
H. Simmers	24	2. M. McHale 12
High Point C		3. D. Zurawski 12
AA		4. L. Rehatchek 14
1. J. Lafferty Jr.	9	5. A. Tomasello 15
2. W. Mollenkopf	9	A Four Stroke
3. J. Franks	11	1. R. Bennett 10
4. J. Rogers	12	2. T. Lytle 19
5. H. Stankiewicz	13	3. J. Cushing 20
A Light		4. M. Young 21
1. S. Aretz	16	5. S. Chapkovich 21
2. R. Farber	24	A Senior
3. H. Walder	26	1. J. Lafferty 14
4. D. Tucker	26	2. W. Wickline 18
5. J. Costello	47	3. R. Trader 21
A Med. Light		4. G. Clickner 22
1. S. Wolfersberger	12	5. P. Parlett 25
2. L. Welch	20	Super Senior
3. J. Lynn	21	1. C. Stapleford 12
4. B. Shamrock	26	2. H. Braaksma 26
5. D. Billing	30	3. W. Kruse 32
A Medium		4. R. Glass 33
1. J. Gahm	10	5. D. Van Driel 36
		B Light
		1. M. Collins 15
		2. R. Sauer 21





Wally Mollenkopf won the overall at Pine Hill, and had to settle for second AA at Pine Barons.

tezuma's revenge, which caught up with him just before the first gas stop. Talk about being in "deep doo-doo!" Hey, don't drink the water, Jimbo!

The usual exhortation from the ones who scored well, and the gripes from those who didn't, left most with a feeling that this was a pretty good event. Saturday night was spent jumping to the tunes of Flaming Harry and his band, signed on by the club for some good, old fashioned entertainment. Those who braved the full social impact of the evening rode carefully on Sunday, but a few late partiers did quite well. No names will be released, to protect the guilty.

Few could find fault with the organization, as sign-up and scoring were carried out in fine fashion, and, of course, the facilities are second to none, since the event was staged from Chip's Folly Campground. Who can complain about a nice hot shower after a run? Nearly heaven!! □

3. D. Barlow	22	4. J. Campetti	40
4. K. Long	23	5. R. Laforce	42
5. R. Provost	28	Women	
B Med. Light		1. D. Newman	31
1. A. Schwarz	19	2. K. Cambell	32
2. C. Eliss	21	C Light	
3. M. Miller	24	1. A. Durham	28
4. R. Schwarz	25	2. T. West	34
5. J. Ande	30	3. B. Flenard	40
B Medium		4. A. Neubauer	45
1. M. Van Driel	15	5. J. Hunt	48
2. T. Hopkins	15	C Medium	
3. H. Moudy	20	1. M. Simmers	24
4. C. Crume	20	2. S. Mason	28
5. R. Plasinski	21	3. J. Stachowski	31
B Open		4. J. Old	32
1. A. Fulton	14	5. K. Quinlen	36
2. F. Lillo	17	C Open	
3. D. Jobe	19	1. M. Crosby	34
4. J. Walker	21	2. C. Walaszak	50
5. W. McCracken	24	3. J. McCoy	54
B Four Stroke		4. M. Wills	61
1. D. King	23	5. M. Crop	73
2. J. Earley Jr.	30	C Four Stroke	
3. R. Meeker	31	1. J. Thompson	60
4. G. Gator	33	2. J. Burns	66
5. D. Van De Ven	43	3. F. Schalek	73
B Senior		4. K. Mahon	79
1. M. Collins	27	5. K. Koeller	85
2. B. Sharp	30	Vintage	
3. J. Nagengast	34	1. J. Adamitis	53

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MT32



MT27



MT35

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110/100-18. .... \$57.95  
120/100-18. .... 59.95  
MT46 Hardcross (hard)  
80/100-21. .... \$ 56.95  
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90/90-21. .... CALL



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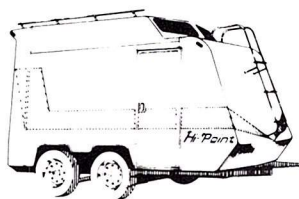
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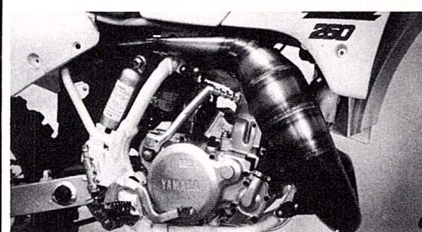
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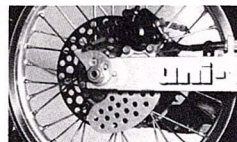
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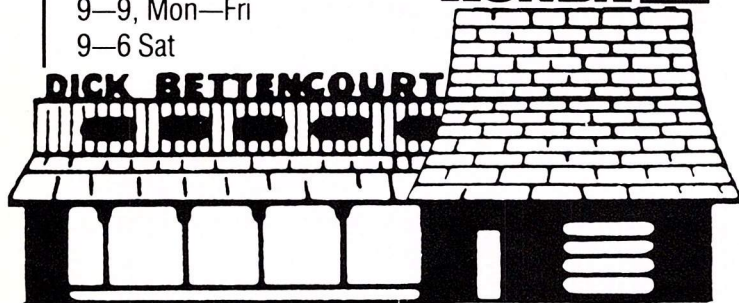
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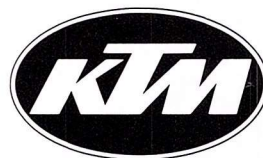
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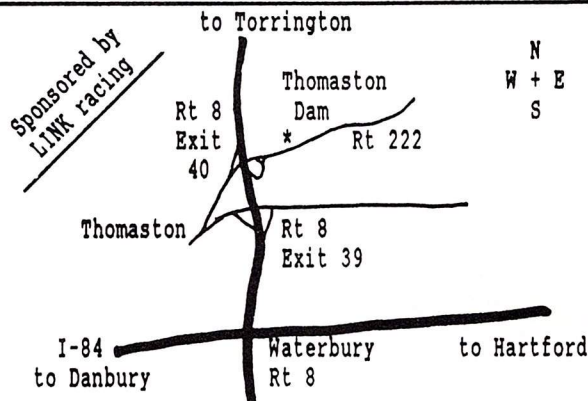
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- Junior/Mini start @ 9:00 AM
- Novice/Vintage start @ 11:00 AM
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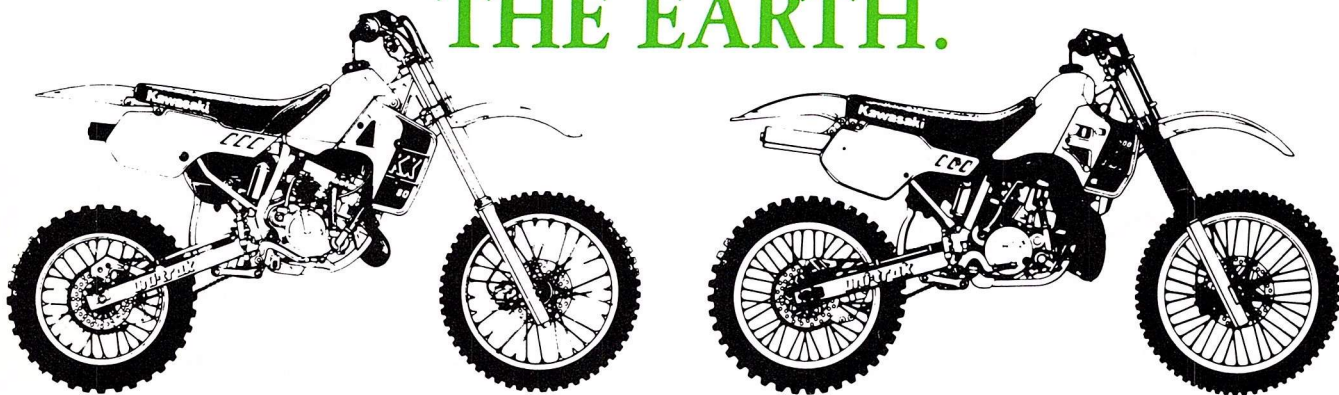
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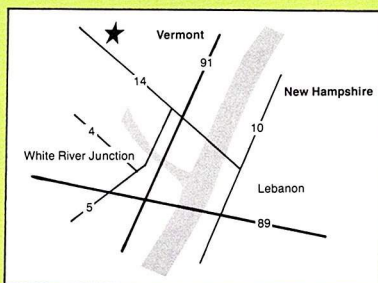
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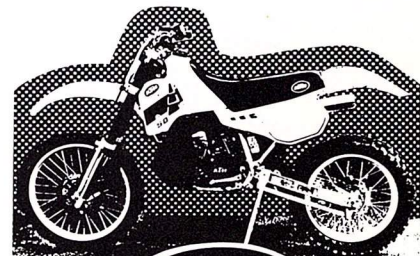


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K-595	100/100x18	\$58.95
K-595	110/100x18	\$62.95
K-595	120/100x18	\$66.95
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K-695	110/90x19	\$68.95
K-695	100/100x18	\$58.95
K-695	110/100x18	\$62.95
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Bark Buster Handguards	\$15.95
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VE-33	510x18	\$44.95
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520x120 O-Ring	\$44.95
520x116 O-Ring	\$43.95
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MS Pro Comp Gloves	\$21.95
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## BOOTS

Alpinestar Tech II Boots	\$169.95
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